CHICAGO
AND
ENVIRONS

LIBRARY OF CONGRESS.

Chap. E513 Copyright No. 5

Shelf .532

UNITED STATES OF AMERICA.

CHICAGO

AND ITS ENVIRONS.

A

HANDBOOK FOR THE TRAVELER.

—:BY:—

L. SCHICK.

76871

CHICAGO,

L. SCHICK,

1891.

Entered according to act of Congress, on the 28th day of February. 1891, by Louis Schick, in the office of t he librarian at Washington,
All rights reserved.

·5

This guide book does not claim to be more than an attempt in the direction; in fact a great deal of the material prepared for it, among which, the important chapters on "The Architectural Development of the City;" "The Population and its Individualities," "Trade and Commerce;" "History of Railroads;" "Biographical Notes on early Chicagoans;" "History of the City to date," etc., have found no place, as the material has proven far beyond the limits of a book of this kind.

It is the intention of the undersigned, prompted by his experience in editing this book, to re-arrange a future edition completely. Condensing to this effect the typographical arrangement of the whole, as well as the tenor of numerous articles, and adding the new material, which he is constantly collecting.

Aside of its shortcomings, however, the book may claim to be almost entirely original and at least entitled to the credit of an honest endeavor.

L. SCHICK.

Introduction. 9
American Railroads. 14
How to reach Chicago. 24
Routes entering Chicago; their time of travel; scenery: accomodations, etc.
Railway Depots, 42
How to live in Chicago— 49
Public Conveyances— 49
Cabs, Hansoms, Hacks, Carettes, Omnibuses, Street Railroads,
Hotels, Restaurants, Coffee Houses, Beer Halls, Wine Rooms, Summer Gardens, Confectioners, Tobacco and Cigars, 62
Mail Service, Telegraph, Banks, Safety Vaults, Bathing Houses, 66
The City— 70
Geographical, topographical, geological and meteorological Conditions of the City, 70
The Highways of commerce and travel, 72
The lake, the river, the canal, the bridges, the tunnels, the viaducts, the streets, the street car system.
Population, 88
How to see Chicago.— 90
Cursory glance at the city. The Streets, 90
Alphabetical list of objects of interest in the city, 95
Street Scenes, 98
Walks and Drives, 126
Parks and Boulevards, 144
City Institutions— 164
The City Government, 164
The Water Works, 171
The Police Department, 177
The House of Correction, 182
Municipal Buildings, 184
Criminal Court and County Jail, 185
The Fire Department, 186
The Health Department, 190
Federal Institutions— 192
U. S. Custom House and Postoffice, 192
The U. S. Sub-Treasury, 198
Business Blocks and Buildings. 198
Educational Institutions.— 223
General Schools, 227
Theological Seminaries. 239

Medical and Pharmaceutical Colleges. 246
Schools of Philosophy, Law and Technology. 253
Libraries, 255
Art and Scientific Institutions—Panoramas, Museums, 260
The Press. 266
Churches. Religious Institutions. 276
Cemeteries. 331
Commercial Exchanges. 367
Concert Halls. 382
Musical Life. 388
Clubs and Societies. 392
Suburbs of Chicago. 409
Summer Resorts. Excursions. 422
History of Chicago. 437
Tables.—Supplement. 1-48
Suburban Stations, 1-14
Postage Rates, 15
" Foreign, 17
" Outside Postal Union, 18
Express Rates, 19
Cable Rates, 20
Express Lines, Suburban, 21
Lake Ports, 23
Ocean Steam Ships 25
Population of Chicago, 28
Trades and Occupations, 29
Growth of Chicago, 32
STREET RAILWAYS—
1. South Side, 33
2. West Side, 38
3. North Side, 42
4. Northwest Side, 47

Introduction.

Money and Drafts.

The money of the United States consists of silver and gold tender coin, bank-notes of the United States and the national banks; the latter being secured by bonds deposited with the U. S. Treasury. The coin embracing all amounts of less than one dollar, consists of ½ and ¼ dollar pieces in silver, five and three cent pieces in nickel, and one and two cent pieces in copper. With regard to the value of American in comparison with foreign money, we refer to the tabula on the inside of the backcover.

Larger sums of money should be carried by the traveller in *drafts, letters of credit, or post money orders.* The *Drafts* which are issued in duplicate form, protect the owner from loss, as the person alone on whom they are made out can draw the money on them. If the draft is lost, the duplicate that is usually kept in a safe place, is equally serviceable for drawing the money. Most recommendable, however, are *Letters of Credit*, which contain the addresses of banks in places that the traveller intends to visit and enable him to draw on them as circumstances demand. He may also have his mail addressed to any of those banks.—Or the money may be forwarded to any place in the United States through a post office money order. These orders are, however, limited to one per day and payee in the sum of $50; larger amounts must accordingly be divided up. In order to draw money from a bank or post office the applicant must be prepared to identify himself. If he be without aquaintances, a passport is the best means of identification. It may also be serviceable for many an unforeseen emergency; though passports are not required in the United States.

Those who prefer, however, not to part with their money, carry it best in American bank notes, or in gold. Foreign paper money is here often difficult to exchange, and metals,

especially silver, can be exchanged only with some loss. The traveller be especially cautioned not to pack his money in handbags or trunks, as experience has shown that most losses of money are incurred in this way. Experienced travellers recommend to carry the money in belts on the body over the shirt. The purse is best kept in an inside pocket of the coat over the breast. The pocket in the pantaloons is the unsafest place of the whole toilet, as the pickpockets are very fond of examining it. Of course, no money should be carried in overcoats and in underclothing. The traveller should always seize the opportunity of providing himself with a sufficient amount of small money, unless he wishes to run the risk of being fleeced by hackmen, porters, etc., who frequently pretend being out of change.

Climate and Clothing.

With regard to climate and clothing it may be said in general that in contrast to Europe the summers are warmer, the winters colder, and the changes of temperature very great and sudden. The climate varies of course in the different parts of so vast a country. When in Maine and Wisconsin the ground is covered with deep snow, oranges are harvested in Florida, and the rainy season prevails in California. Experience has, however, taught that for all the different climes in the country warm clothing, adapted to the seasons, is the proper thing; especially recommendable is the wearing of woolen underclothing in summer as well as in winter. Exposure to very great heat or cold should be avoided, especially the former, as sunstroke is in almost every state of quite frequent occurrence. The foreigner is also cautioned to be moderate in the use of spirituous liquors, the nerve-exciting climate of North America not admitting as liberal an indulgence in them, as that of Europe.

The Landing.

The first representative of the new world that appears to the traveller is the health officer who boards the ship before

it reaches the harbor. He is soon followed by the custom-officers who prepare for the examination of the baggage.

It is customary to the eastern harbors to affix, before landing, tags to the baggage announcing the contents thereof as vouched for by passengers. The latter receives a numbered duplicate which, after his landing, he hands over to the chief custom officer. If the number of parcels and their contents are found to agree with the statement made by the owner, the baggage is marked with chalk and passed through.

Of dutiable articles that are under an especially sharp control, the following are to be mentioned: New clothes in unusual quantities, watches, goldwares, jewels, cigars, laces, silk and linen wares.

Worn clothes are free of duty; if they appear, however, new, the passenger must be prepared to affirm by oath that he has at least once worn them. It is to be recommended that all new clothes should be declared. Ladies must remember that a dress that has only been tried on does not pass for worn. Gloves may be imported free of duty up to a dozen pairs and frequently even more. It must, however, be remarked that the custom officers exercise a great deal of discretion with regard to the levying of duty on articles, in using which they are determined by the social positions of the passengers and a corresponding wardrobe etc. Those who think themselves unjustly taxed may, after paying the duty "under protest," forward their objections to the treasury department at Washington.

Before leaving the ship, the cabin passenger is held to make declarations about his age, occupation and nationality, for the government statistics of emigration. The same is required of the steerage passengers who land at Castle Garden, where they find assistance in every way in their own language.

The best way to learn of a suitable hotel at the landing place is to address one's self to the officers of the ship. For the rest we refer the passenger to the special article "Hotels."

It is advisable to carry as little *baggage* as possible, it being a very expensive article on a long journey. Fine linen is ruined in the steam laundries; the traveller should therefore, provide himself with a solid quality, which can everywhere in the United States be bought at a reasonable price. Purchase of new articles will be found more advantageous than expensive mending. Although the price of clothing is higher than in Europe, travellers who intend to make a longer sojourn, prefer to buy it here, in order not to attract attention by the different cut of their garments.

After having secured a ticket, attended to baggage and changed money, the traveller should go on board ship in good season, and take possession of his cabin. Having then assured himself that everything is in good order, he may quietly observe the spectacle so fascinating to the novice, of a steamer ready for departure; the moving passengers, men of all stations of life who are to share with us for a few days the life on board ship, the amusing, at times touching scenes of leave-taking, the landing on board the steamer of freight, baggage and mail, and finally the preparations of the crew for sailing.

Good humor, confidence in the universally acknowledged safety of the trans-atlantic steamers, a sufficient amount of entertaining reading matter and plenty of courage when a contrary wind begins to blow, are indispensable for an enjoyable sea voyage. There is no danger as long as the working of the engines is heard; and if there should be any, presence of mind is invaluable. Hardly one voyage in a thousand is accompanied by an accident. A large passenger steamer with its air-tight compartments is not likely to sink; and even for this extremity it is well provided with life-saving apparatuses.

There are three *meals* daily for steerage passengers and four (on English steamers usually five) meals for intermediate and cabin passengers. The first breakfast for the latter usually takes place at 8½ o'clock, luncheon at noon; dinner at 4 p. m. and supper at 8 p. m. The food is plentiful, but alcoholic drinks are charged extra.

Much interest is taken by the passengers in the *computation of the distance run* by the ship within the last twenty-four hours, made from the sun, at noon every day. The day on board ship is divided into five watches, each of four hours (the time from 4 p. m. to 8 p. m. not being counted). The time is announced by a stroke of the bell for each half hour within a watch; one for the first half hour, two for the second, three for the third, etc. Thus, seven strokes of the bell in the third watch (from midnight until 4 a. m.) signify 3:30 a. m.

There are about as many theories about the origin of *sea-sickness* as there are so-called remedies. Experience has shown that the best preventive is great moderation in eating and drinking, practiced for some time before going on board ship, and continued there with even greater vigor during the first days of the voyage. It is best to keep as quiet as possible and to stay on deck most of the time. Passengers should not repair to their cabins at the first signs of uneasiness. Descending the stairs and inhaling the unavoidable odors pervading the interior of the ship, tend to develop the disease. Those who think of fortifying their stomach by drinking alcoholic liquors, fall an easy prey to the evil. Beverages, however, containing carbonic acid, especially champagne, have a salutary effect. Recommendable is besides a mild tonic which should be taken during the whole journey, the use of bromide of sodium or potassium to be taken in doses of from 20 to 30 *grains*, dissolved in cold water, two or three times a day, for the two or three first days of the journey. Some American physicians recommend taking this preventive for sea-sickness, which at the same time quiets the nerves, two or three days before sailing. Determination not to be sick, and diversion of the mind from the sickness, are, fore the rest, as powerful preventives as any.

A veritable boon is often during the voyage, good sourish fruit, especially oranges.

It is customary to give the steward upon arrival at the port of destination, a fee of from one to two dollars, which it may be profitable to hold out soon after coming on board. The other employees receive less in proportion to their services.

American Railroads.

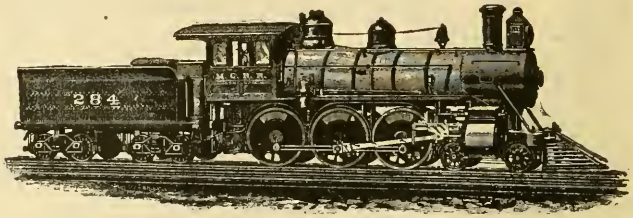
In no other country in the world has railroading been as highly developed as in the United States. Although in many respects superior to the European railroads, the American lines have certainly also their shortcomings. But the wide spread belief that the number of railway accidents is greater in America than in Europe is wholly without foundation; for it does not exceed the general average in Europe, considering, of course, the great amount of traveling in this country. The facilities are constantly being improved, the iron rails are supplanted by steel rails, the number of tracks is augmented and the temporary stations, which have been subject to much criticism, are replaced by new buildings which, in many cases, as in that for instance, of the new Grand Central Station in Chicago, may be regarded as models.– So vast is the railroad system in the United States, that at this day alone, it exceeds in extent that of all the European railroads combined. It is estimated that the sum of $110.00 for each head of the population, is invested in railroads in the United States.

The American cars, from 60 to 70 feet long, much longer than the European, and built like houses on wheels, with their elaborate decoration, impress the new comer very strangely. More so does the locomotive with its large bell in place of the European whistle, the odd looking cowcatcher in front, and towering above it the huge lantern, which sheds its mighty light far in the distance. He will soon, however, appreciate the many new comforts, especially the smooth running on the American lines, in which they far exceed the European roads.

The American cars, without compartments inside, seat, on the average, about 70 persons. A passage leads through the middle of the car, and the seats are placed along the sides. At each end of the car is a door leading to a platform on which the passenger may enjoy the fresh air during the journey. The whole train can thus be inspected by going

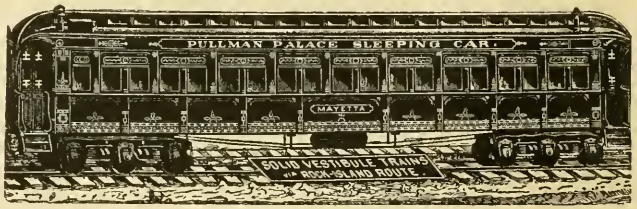
Chicago River, from Wells Street Bridge, looking west.

from one car to the other. Every car contains a closet for ladies and gentlemen, fresh water and a stove to heat the car in cold weather. There is a fire burning even during the warm season in some emigrant cars to enable the passengers to prepare coffee etc.



American Locomotive.

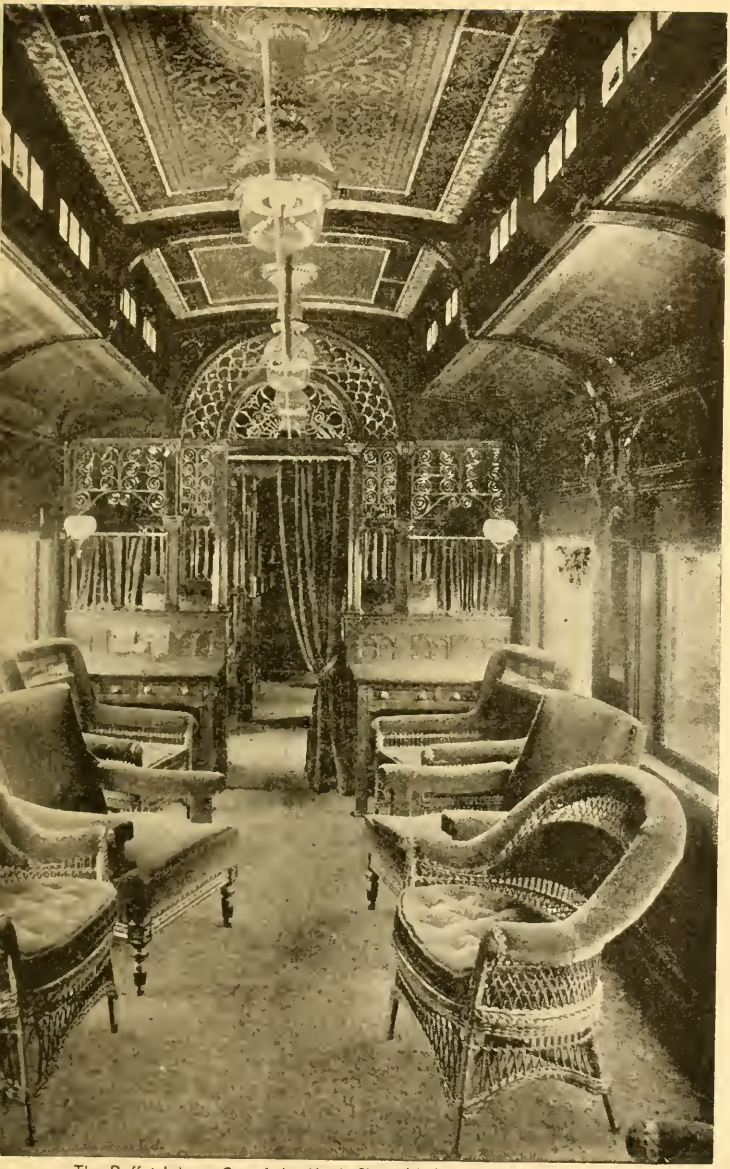
A lack of comfort may be claimed in the ordinary cars in the narrowness of the seats and the insufficient height of the backs upon which the head cannot be rested; and besides this in the constant commotion which characterizes the American railway carriage. Almost continually either some passenger, the conductor, or the news-carrier and fruit-vender



Pullman Palace Sleeping Car.

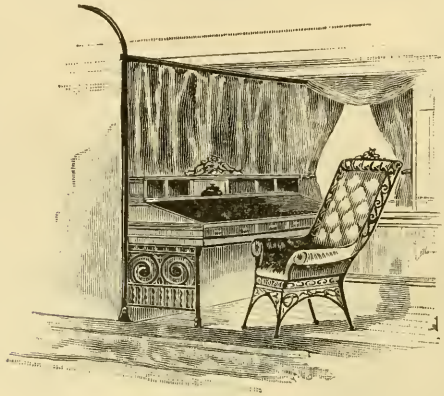
is moving up and down the aisle, the latter pressing and praising his wares in a loud voice—added to which the frequent opening and shutting of doors, the rattling of the train, the ringing of the locomotive bell, and the loud noise of the gongs at the station approached—frustrate all efforts at repose.

Most lines have 3 classes of cars of which, however, only the first and second are run regularly. The third class serves almost exclusively for the transportation of emigrants.



The Buffet Library Car of the North Shore Limited.—Michigan Central.

and such a train is run only when there is a large number of them who intend to go to one place. The agent of the road makes upon their arrival arrangements with them as well as he can, unless they have, as is frequently the case, prepaid their journey to their point of destination. These trains, composed of old cars with wooden seats, usually take one and a half the time of the regular trains and are often, if traffic demands it, left waiting on a side track for a few hours. The fares are accordingly from 35 to 40 per cent. lower than those in first class trains. Tickets for emigrant-trains are sold to emigrants alone and only at the landing places.

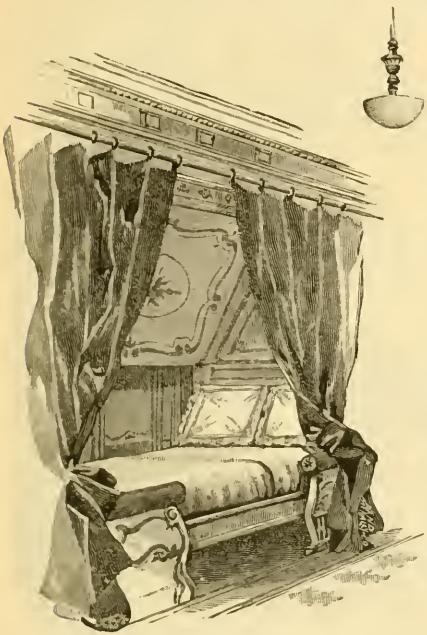


Interior of a car of the Michigan Central R. R.
From New York to Chicago.

The second class cars are of a better quality and have upholstered seats. They are run with almost every train. In some trains the second class passengers are allowed in the smoking car only, in others they are restrained only from using the palace cars. The difference in price between a first and second class ticket is about 15 per cent. The companies are rather reserved with regard to prices and privileges in the different classes of cars, because they have fixed stipulations among themselves as to these points, but often find it advisable to disregard them. The railway guides do not afford any information about fares; nor do the express companies publish price lists for the transportation of packages. Every one must go and inquire at the offices.

The first class carriages are the so-called palace cars and drawing room cars, fitted up very luxuriously and affording

every imaginable convenience. They are vastly superior to the corresponding class of cars in Europe. The palace cars are either open, that is, they form one large room or they are divided into small compartments along the two sides of the car, every one containing two seats facing each other, for two persons each. These are entirely private. There is a passage in the middle of the car leading from one end to the other. The open cars as well as those divided in compartments are at night changed into dormitories by the stewards. Although the palace cars offer during the day very comfortable upholstered seats, the drawing room cars are preferable to them during the day. They contain very convenient reclining chairs, and the whole interior is tastefully fitted up.



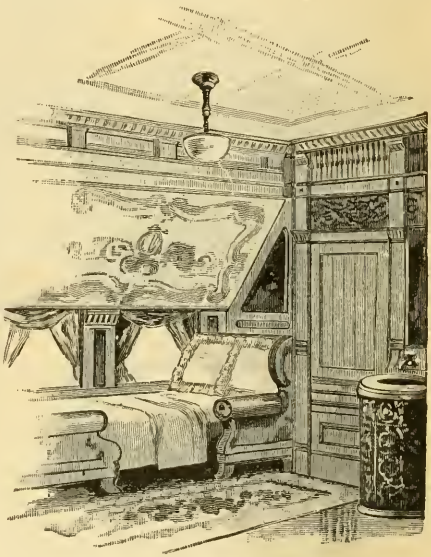
Interior of Sleeping Car of Michigan Central R. R.

Every car contains a fine toilet room for ladies and gentlemen. The servant, mostly a negro, usually receives a fee of 25 cents or more for blacking boots and other services.

The so-called vestibulated trains are covered the entire length, that is, the platforms of the cars are completely covered to shut off all wind and smoke and to allow the passengers to walk from one end of the train to the other

with a bare head. The so-called vestibule limited train usually is the fastest train on the more important lines.

First class trains running long distances are composed of *sleeping cars*, *drawing room cars*, very light, so-called *observation cars* and *dining cars*, and have, besides, a small library, writing desk, bath room, barber-shop and sometimes even a writing-machine, which is, with operator, at the disposition of passengers; and quotations of the stock exchanges received by telegraph en route. If it were possible to reduce the shaking of railroad cars, there would doubtless soon be added a billiard room and a bowling alley.



Wagner Palace Sleeping Car, Michigan Central R. R.

First class tickets are issued limited or unlimited. The owner of a limited ticket cannot make any stops at intermediate stations but a journey with an unlimited ticket may be interrupted as often as one choses. Prices for the latter tickets are about 30 per cent higher.

The seats or beds in the trains are mostly engaged before the departure of the train. It is advisable to engage a seat in good season. This may be done by telegraph. The ticket should likewise be procured from the ticket stands in the large hotels or, in larger places, from the branch offices of the roads, or at the station before the train leaves. On many lines a ticket may be procured on the train from the conductor; but it is not practicable on other lines and some-

UNION DEPOT.

Cor. Canal and Madison streets.

times there are extra charges made for such tickets. The traveller is especially cautioned against the "runners" who often sell bogus tickets.

When riding on a second-class ticket, where the seat is not reserved beforehand, the seat chosen may be reserved by putting an overcoat or a bag in it, which is universally respected. The ticket is best put under the hat band where it is always at hand for the conductors who on longer distances often punch it.

It is not the custom here as in Europe to strike a bell several times before the departure of a train. The engine gives a short whistle and the train begins to move slowly. The stations are called in the cars, but the traveller is for most part unable to understand the names. It is therefore to be recommended that the traveller provide himself with a time table when buying his ticket. This will enable him to determine whether he is approaching his destination or an expected lunching station. For an opportunity for getting luncheon, a glass of beer, etc., is not in this country offered as often as in Europe. It is therefore necessary to lunch when there is a chance to do so, even if the traveller should like to wait a little longer. For from 6 to 8 hours may elapse before another station offering refreshments is reached. The meals in the American railroad stations are, as a rule, good and plentiful. Charges from 50 cents to a dollar. Time from 15 to 30 minutes. The conductor always announces how long the train stops. Those who do not wish a meal, may avail themselves of cold meats, coffee, tea, etc., offered at the the buffets. Beer, wine, etc., is usually not procurable. Many travellers carry with them lunch baskets, wine, etc.

Th *dining cars*, which are run on most of the great lines, are much to be recommended. They offer excellent meals for from 75c to $1.00. Coffee, tea, beer and wine of good quality may be procured. But when the train passes through temperance states, liquors cannot be ordered. Consumers must therefore provide themselves betimes.

All sorts of adventurers are found on railway trains. The traveller is especially cautioned not to play cards with strangers.

Every "full ticket" entitles the holder thereof to carry according to the rules of the various roads from a hundred to two hundred and fifty pounds of free baggage. In the East this weight-limit is much more a dead letter than in the West, where, however, a tip to the baggage master will often help to smooth out all difficulties. A check, a small piece of brass, bearing a number, is delivered for every piece of baggage, and a check with the corresponding number is attached to the article.

With regard to transfer of baggage we refer to Parmelee's Omnibus and Baggage Line, mentioned elsewhere in this book. It must however, be remarked, that baggage is usually not delivered for from six to ten hours, or even longer. The traveller, therefore, who is in haste, would do better to hire one of the hansoms, cabs, hacks or expressmen, and have his baggage transferred in this way for a price proportionate to distance, usually amounting to 50 cents.

How to Reach Chicago.

1. New York - Philadelphia - Pittsburgh - Chicago.

Pennsylvania R. R.—Pittsburgh, Fort Wayne & Chicago R. R.

New York to Chicago 912 miles.

Main line between the Atlantic coast and the West. Admirably managed; all conveniences; no change of cars; very interesting scenery; average time 34 to 36 hours; limited $20.00, unlimited $26.50. Popular express train (Chicago Limited Express) in 24 hours, only 8 stations, Ticket — and berth $28.00. —

Starting point is *Jersey City*, to be reached from New York by Ferry. First station *Newark*, (9 miles) 182,000 inhab., important manufacturing centre; then *Elizabeth* (15 miles), favorite place of residence of rich New York merchants; *New Brunswick* (31 miles), 18.000 inhab., extensive rubber factories; *Princeton*, seat of the famous Princeton College, founded in 1746; *Trenton* (57 miles), 58,000 inhab., remarkable public buildings, important battle in the revolutionary war 1777. Here the train crosses the Delaware and then reaches *Philadelphia*, (90 miles), 1,046,252 inhab., on the west shore of the Delaware river and 90 miles from the Atlantic coast. One of the oldest cities in the United States, occupies the third place, with regard to population, and the first with regard to its area, of all the cities in the country. It is 22 miles long, average width 6½ miles, covers about 1300 square miles, founded in 1682 by William Penn, metropolis of the land during the colonial period, the revolution and many years afterwards. It was here that the proclamation of independence was issued on July 4th 1776; was, up to 1800, seat of the United States government. Extensive traffic; highly developed manufactories, especially ship building, wool and cotton industries, manufacture of steam engines, iron, industries, etc. Besides many historical spots, among which Independence Hall replete with curiosities from the time of

the revolution, many remarkable public buildings, especially the U. S. Custom House, U. S. Mint, Academy of Natural Sciences, Masonic Temple, Girard College, Academy of Fine Arts, U. S. Naval Asylum, etc. Very interesting is the spacious Fairmount Park, covering 3000 acres, with Zoological garden, fine monuments, memorial Hall, etc. Laurel Hill Cemetery is also a much frequented spot.

Leaving Philadelphia the train passes by the famous *Fairmount Park* and then crosses for several hours one of the richest agricultural tracts in America; *Paoli* (109 miles), battle September 20th 1777; victory of the English over the Americans. Then comes the magnificent Chester valley. Near *Coatesville* the train crosses the Brandywine. Later *Lancaster*, 32,000 inhab., thriving manufacturing town. *Harrisburg* (195 miles), 40,000 inhab., capital of Pennsylvania on the Susquehanna river; beautiful state buildings, important railroad centre; some miles farther magnificent bridge over the Susquehanna from which beautiful * *view*. Ten miles farther begins new scenery, always impressive and at some points even grand. With *Duncannon* (210 miles), the train reaches the entrance of the famous *Juniata valley*, view of very picturesque mountain ranges, for several hours while the train is moving along the Alleghenies. Next point of interest **Long Narrows* (245 Miles). Passing by *Mount Union*, we come upon the famous *Sidling Hill* and the *Broad Top Mountain;* then *Huntingdon*, a well known manufacturing town. After stations *Petersburg* and *Tyrone* comes *Altoona*, (327 miles), at the foot of the Alleghenies, 30,269 inhab., large machine shops; principal place for refreshments.

From there the train ascends the Allegheny Mountains, affording the most interesting views in the whole excursion. Many tourists pass the night at Altoona to enjoy the view of this region by daylight. Passengers should be careful to take seats on the left side of the car. Steep ascent for a long distance; double propelling power until the train reaches with the tunnel the highest point. At one point of the ascent, at the so-called *Horse Shoe Bend*, the track makes such a considerable curve, that in long trains the passengers in the

rear cars find themselves almost opposite the engine at the head of the train. The train makes its descent by application of the brakes alone. About two miles below the tunnel are situated the famous *Cresson Springs*. After having again reached low land, the train passes through well cultivated farms and then reaches *Johnstown* (365 miles) 23,653 inhab., which obtained sad renown May 31, 1889 by the disaster following the break in a dam holding the waters of a lake 6 miles distant, and situated 275 feet above the Johnstown level. The lake was owned by a fishing and hunting club and was $2\frac{1}{2}$ miles long, 1 mile wide and nearly 100 feet deep. 3500 or more lives were lost and over $10,000,000 worth of property destroyed. A terrible phase of the disaster was the breaking out of fire among the buildings caught in the floating débris at the railroad bridge, in which hundreds of living beings were imprisoned. About 50 of these were rescued, but the remainder perished.

Then *Pittsburgh* (444 miles) is reached, the great centre of the line, situated at the confluence of Monongahela and Allegheny rivers, 238,473 inhab; so-called "iron town," most important place in the United States for manufacturing steel, iron and glass. The absence of smoke is explained by the use of natural gas. A favorite place of residence of wealthy Pittsburghers is *Allegheny City*, 104,967 inhab., on the opposite side of the Allegheny river; very picturesque; sumptuous residences. After short stop at Pittsburgh the train crosses the Allegheny river, passes Allegheny City, *Rochester* at the confluence of Ohio and Beaver rivers, *Salem* (514 miles) and *Alliance* (528 miles). Then the beautifully situated *Canton* (545 miles), 26,327 inhab.; *Massillon* (554 miles), 10,068 inhab., an important coal market. Later *Mansfield* (619 miles), 13,542 inhab.; *Crestline* (603 miles); *Lima* (705 miles), 15,970 inhab. and *Fort Wayne* (764 miles), 35,349 inhab., one of the most considerable towns in Indiana, and a very important railroad centre. After *Warsaw* (804 miles) and *Plymouth* (828 miles) *Valparaiso* (868 miles) follows the terminus *Chicago*.

2. New York - Baltimore - Washington - Chicago.

New York to Chicago 1039 miles.

Baltimore & Ohio Rail Road.

Although this line is four hours longer than the others (38 hours), it is much frequented by travelers who wish to see Washington, and those who appreciate the beautiful landscapes which the line traverses. Palace and sleeping cars.
Fare: limited $17.00; unlimited $27.80.

The terminus is situated in *Jersey City*, 163,987 inhab., extensive commerce and manufactories, and is reached from New York by the ferry at the foot of Liberty street.

After *Newark* (see route 1) the first station of importance is *Elizabeth* (see route 1). Then follows *Plainfield* (24 miles). 2½ miles west of Plainfield lies Washington Rock on the right side. Then *Bound Brook* (31 miles); defeat of Americans in 1777. *Trenton* (55 miles) 58,488 inhab., capital of New Jersey; beautifully situated and very attractive city. Important centre for the shipping on the Delaware; large potteries; remarkable public buildings; large state prison. Famous victory of Washington over the Hessians, Dec. 26. 1776. Later *Philadelphia* (see route 1).

Leaving Philadelphia, we first reach *Chester*, 20,167 inhab., (104 miles), the oldest town of Pennsylvania, founded in 1643, large ship building yards. Then *Wilmington, Del.*, (116 miles) 61,437 inhab., very important manufacturing town with some fine buildings. Time for refreshments 5–10 minutes. The Susquehanna River is crossed near *Havre de Grace* (150 miles) and then the train, passing the Patapsco River and Fort Mc Henry on the left, soon reaches Baltimore.

Baltimore (186 miles) 433,547 inhab., is the most important city in Maryland. It is situated on the north arm of the Patapsco River and possesses a very spacious harbor from which are shipped large quantities of grain, cotton, tobacco, petroleum, preserves, coal, etc. The inland trade is just as considerable. Great industries; especially cultivated is the packing of canned oysters, vegetables, and fruits. Among the many remarkable public buildings we mention

the *City Hall*, the *Peabody Institute*, the *Exchange*, the *Cathedral*, the *Johns Hopkins University*, various beautiful churches, and the fine *Druid Hill Park*. There are besides numerous other monuments, a *Washington Monument* and a *Battle Monument*.

After having left Baltimore, the first curiosity reached is the *Carrollton Viaduct* across the Gwinn Falls. About a mile after this the train passes through an excavation about 80 feet deep and nearly ½ mile long. Near *Relay Station* (197 miles) the famous *Washington Viaduct* is crossed. The scenery here is very attractive. At *Washington*, the capital of the country, most travelers make a short stop to inspect the city which is the most remarkable in the United States for its architectural beauty.

Washington City (226 miles), 229,796 inhab., on the north bank of the Potomac River, owes its importance alone to the fact that it is the seat of the United States Government. Trade and industry are insignificant. Among the great number of interesting buildings we first mention the * *Capitol*, one of the most remarkable buildings in the world, with many curious points in its architecture, bronze doors, painted ceilings, paintings, and a library of 600,000 volumes. The entire amount spent for the building is $13,000,000. The *U. S. Treasury*, the *White House*, the *State, War and Navy Departments*, the *Patent Office*, the *Post Office*, the *Department of Agriculture*, the *Pension Building*, the *U. S. Naval Observatory*, the *Smithsonian Institute*, the *Botanical Gardens*, the *Soldiers' Home*, the *Navy Yard*, the *Army Medical Museum*, the *Corcoran Art Gallery*, and the *Washington Monument* (555 feet high) are all worthy of inspection, besides the many monuments of prominent men and the places of special historical interest in the vicinity. A visit to the city is most recommendable during the session of congress, at which time it naturally gains in attractiveness.

After crossing charming scenery, we reach the *Point of Rocks* (257 miles), an advance guard of of the Catoctin Mountains, on the Maryland side of which is the Potomac River, and then cross a tunnel cut through a rock. The next point

of interest is *South Mountain Pass*, near by the battle field of South Mountain, Sept 14. 1862, whence the road leads for several miles along steep rocks. Later is reached the Potomac bridge, a little above the Shenandoah River that empties into the Potomac. On the west shore the road branches off in two arms, the right one of which leads to *Harper's Ferry* (280 miles), the well known spot in the junction of the Potomac and Shenandoah rivers. The village, at the foot of an eminence, is very picturesquely situated. The whole scenery here is one of the most famous in the United States.

Many tourists make here a short stop for the inspection of the interesting landscapes and on account of the historic associations coupled with the name of the place. It was during the war of secession, alternately in the hands of the two fighting parties. The road passes from here the mountain rift of Elk Branch which, gradually widening, leads into the valley of Virginia. Then follows *Martinsburg* (299 miles); large railroad works; frequently mentioned during the civil war, and especially known through the destruction of immense stocks of railroad material by the confederate troops, in June 1861. Passing through the *North Mountain*, the Potomac with Fort Frederick in sight, is again reached. Thence the *Doe Gulley Tunnel* is crossed and later the *Paw Paw Tunnel*. Now the road leads through a wildly romantic section and then crosses the Potomac River entering the State of Maryland. The first station in the mountainous region of western Maryland is *Cumberland* (377 miles), 10,030 inhab., very prettily situated. Thence to *Piedmont* (405 miles), again very picturesque scenery. Here begins the ascent of the Allegheny mountains, whose highest point, 2720 feet, is reached at *Altamont*. A few miles below Altamont lies the very romantically situated *Deer Park Hotel* (425 miles). Passing *Oakland*, the train, running through a succession of ravines and tunnels, reaches the *Cheat River Valley*. Following along the mountain slope the *Kingwood Tunnel*, over 4000 feet long, is reached amid splendid scenery. Then *Grafton* (479 miles), whence the road turns north and soon reaches *Fairmont* (500 miles), with its suspension bridge,

(1000 feet long) over the Monongahela. Later comes the picturesque *Buffalo Creek* and another tunnel cut through the mountains. The road then, gradually descending, and passing through numerous tunnels, winds its way through a very charming section to the *Ohio River*. After having left *Grave Creek* and reached level ground again, the passenger sees, in a wide plain, an *Indian grave hill*, 80 feet high, a monument of the prehistoric population of America. Traversing for a few miles alternately steep and level ground, we reach *Benwood* (574 miles), cross the Ohio river, pass *Bellaire* (576 miles), arrive at *Zanesville* (656 miles), 21,117 inhab., and then cross the Muskingum river. Later follow *Newark* (681 miles), *Mansfield* (742 miles), and *Chicago Junction* (768 miles). Passing through northern Ohio and Indiana the scenery offers nothing of interest. After leaving *Defiance* (856 miles), the train stops at *Garrett* (895 miles), where refreshments are served. From here we must travel 144 miles before we arrive at *Chicago* (1039 miles).

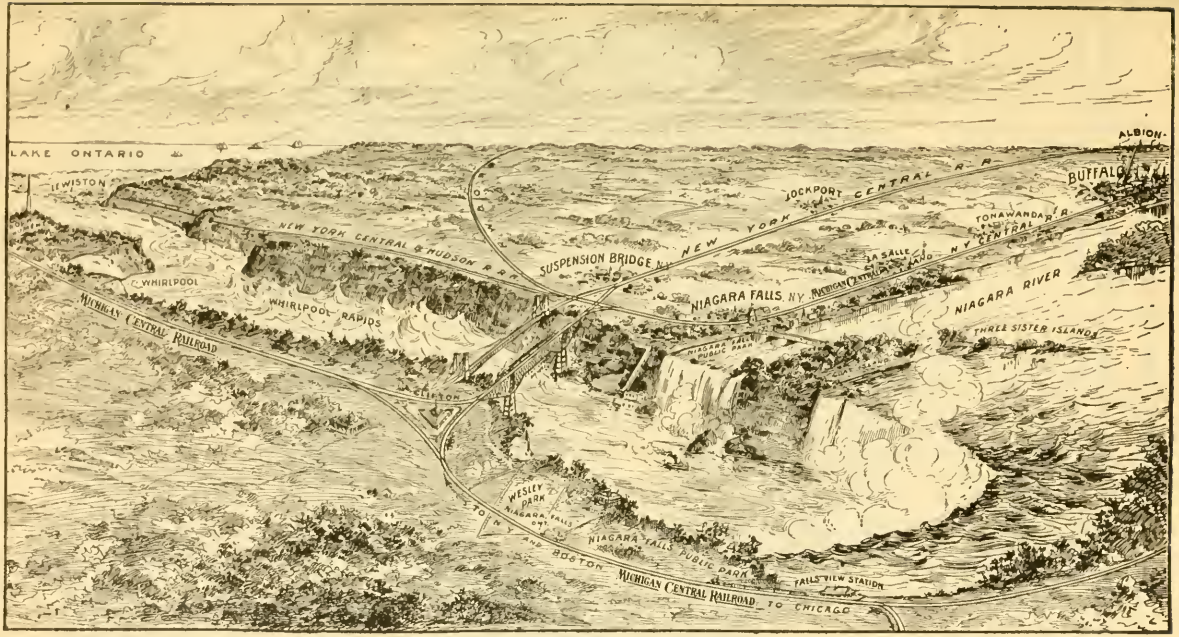
3. New York - Niagara Falls - Detroit - Chicago.

Via New York Central, Hudson River and Mich. Central R. R.

(New York to Chicago 978 miles.)

34 hours average time. Vestibule limited train, all palace cars, 24 hours. No change of cars between the two termini.

From the Grand Central Depot in New York the train runs along the east shore of the Hudson to *Albany*, 94,640 inhab., *Capital* of New York. Large commerce from Erie and Champlain Canals and the Hudson River; important railroad point; fine public buildings; noteworthy the * *New Capitol*. * *City Hall*, * *State Library*. * *Cathedral of the Immaculate Conception* and some handsome churches. Beautiful view on the left. After having crossed the upper part of New York through long tunnels, the Harlem river is traversed and then the train runs north parallel with the Hudson, as far as Albany. Imposing rocks on the west shore of the river attract the attention of the passengers for many miles.



Niagara Falls, via Michigan Central R. R.

The east shore offers a beautiful landscape. The first station is the elegant suburb *Yonkers* (17 miles); follows *Piermont* (22 miles). After this station we reach the *Tappan lake*, a picturesque bay of the river, on the east shore of which lies *Tarrytown* that has been made famous by Washington Irving. Then follows *Sing Sing* the well known site of the state prison. *Croton Point*, which is reached next, separates Tappan lake from Haverstraw Bay. At the upper end of this lies *Peekskill* (43 miles), at the foot of the *Highlands*, through which the Hudson here makes its way. The *Dunderberg Mountain* appears first across the river; opposite this is *Anthony's Nose* which is cut through by a railroad tunnel. Below the Dunderberg Mountain lies *Iona Island*, famous for its wine culture. Then we enjoy a fine view of the *West Point Military Academy*. In the west appear then the high peaks of *Cro' Nest* and *Storm King*. At the end of the pass lies *Newburgh*, on the bay of the same name, 23,263 inhab. Then follows *Poughkeepsie* (76 miles), with its famous educational institutions. Passing the well known *Catskill Mountains* on the West we reach *Hudson* (115 miles), and after this the capital of New York, *Albany*, (143 miles), on the elevated west shore of the Hudson, with 94,640 inhab. Considerable trade with the West through the Erie Canal; important railroad junction. Of the many remarkable public buildings we mention especially the *New Capitol*, the *City Hall*, and the *Cathedral of the Immaculate Conception*.

After a short stop at Albany we cross the *Mohawk Valley* along the Erie Canal that connects Lake Erie with the Hudson. Below *Schenectady* (160 miles), large locomotive works; the train crosses on a long bridge the Mohawk River and the Erie Canal. Then *Utica* (238 miles), is reached, with 44,001 inhab., on the south shore of Mohawk River. After this *Rome* (250 miles), 14,980 inhab.; *Syracuse* (291 miles), famous for its salt springs, and a much frequented place for political conventions. Then *Rochester* (373 miles), 138,327 inhab., situated on the famous *Genesee Falls*. Later *Lockport* (428 miles), with the great dam system of the Erie Canal; then *Suspension Bridge* and the *Niagara Falls*, of world wide fame; very remarkable

bridge. From there to *Windsor*, oppos. Detroit, the landscape offers little interest. At Windsor the train is despatched to the opposite shore of the river by a gigantic steam ferry, and we land at *Detroit* (693 mil.), an important manufacturing place, 205,669 inhab., with extensive shipping, situated on the north shore of the Detroit River which communicates lakes Erie

The Falls from Below. American side.

and St. Clair. Beautiful churches and imposing public buildings. Important railroad centre. From there by Michigan Central Railroad, through a scenery of fine farm land and old forests, crossed by numerous rivers, to *Ypsilanti*, 6,128 inhab., and then to *Ann Arbor*, 9,509 inhab., well known as the seat of the large university of the State of Michigan; spacious

university buildings and observatory; large library, museums of all kinds, art gallery. Then follows *Jackson*, 20.779 inhab., a manufacturing town and notable railroad centre. After passing *Marshall* and *Battle Creek*, two small places, we reach *Kalamazoo* (836 miles), 17,857 inhab. *Niles*, on the St. Joseph River is the last important station before Chicago. Then the road soon reaches the south shore of Lake Michigan and after passing it in a curve, *Chicago*.

4. New York - Buffalo - Cleveland - Chicago.

New York-Central and Hudson River R. R. Lake Shore and Michigan Southern R. R.—980 miles.

Prices and accommodations about the same as on the preceding route; the route to Rochester is, likewise, the same. A northern branch leads thence to Niagara Falls, and from there West, by way of Michigan Central R. R. through Canada to Chicago. Our present route branches off at Rochester, running South-west to *Buffalo*, whence Chicago is reached via Lake Shore & Michigan Southern R. R., along the entire South shore of Lake Erie and through Northern Indiana.

A short stop is made at *Buffalo* (439 miles), with 254,457 inhab., on the East shore of Lake Erie. Considerable railroad centre; large grain market; extensive navigation. Then follows *Erie* (528 miles), with 39,699 inhab. Well known port; considerable commerce and manufacture. The next station of importance is *Cleveland* with 261,546 inhab. Second largest city in Ohio; crossed by the Cuyahoga River; on the South shore of Lake Erie. Commerce very active with the mining districts around Lake Superior; largest traffic in petroleum in the world; famous iron works. Several interesting *stone viaducts* connecting the different parts of the city. Considerable municipal and railroad structures; large water works fed from the lake; numerous churches and charitable institutions; beautiful parks and cemeteries. *Oberlin* is reached next; well known school. Then follows *Toledo* on the Maumee River (746 miles), with 82,652 inhab. Considerable traffic and railroad

works; very important railroad centre; large natural gas wells. After this comes *Adrian* (780 miles), with 9,239 inhab., and then after crossing a monotonous region about 125 miles in length, we reach *South Bend;* after this *La Porte* (920 miles), with 7,122 inhab.; a well known summer resort; and finally *Chicago.*

5. Cincinnati to Chicago.

Chicago, Indianapolis, St. Louis & Cincinnati Rail Road.

Distance: 310 miles.

From *Cincinnati* to *Lawrenceburg* (21 miles); to *Greensburg* (50 miles); to *Shelbyville* (78 miles); to *Indianapolis* (115 miles), 107,445 inhab., first point of importance, capital of Indiana, considerable business and industrial railroad centre, important railroad junction, beautiful public buildings, especially the large *State House.* Then follows *Lebanon, Thorntown, Colfax* and *Lafayette,* 16,283 inhab., situated picturesquely on a bluff, important educational institutions. *Kankakee* (254 miles), on river of same name, 7,300 inhab.; *Kensington* with the neighboring unique *Pullman* (296 miles), large factories of palace cars; finally *Chicago.*

6. St. Louis to Chicago.

Chicago & Alton R. R.—283 miles.

After having reached *East St. Louis* over the magnificent St. Louis bridge, we next arrive at Alton, 10,184 inhab., situated at considerable height. Then comes *Springfield,* with 24,852 inhab., the capital of Illinois, beautifully situated and with very remarkable public buildings; of especial interest are the *State Capitol* and the *Lincoln Monument.* After this *Bloomington,* with 22,242 inhab., an important railroad centre with brisk commerce and many factories; then *Normal* (160 miles); further on *Joliet,* with 27,407 inhab., on the Des Plaines River and the Illinois and Michigan Canal, large

State Prison, extensive quarries; then *Lockport* (250 miles), and finally, after passing a number of pleasant suburbs, *Chicago*.

7. Louisville to Chicago.

Louisville, New Albany & Chicago R. R. - 307 miles.

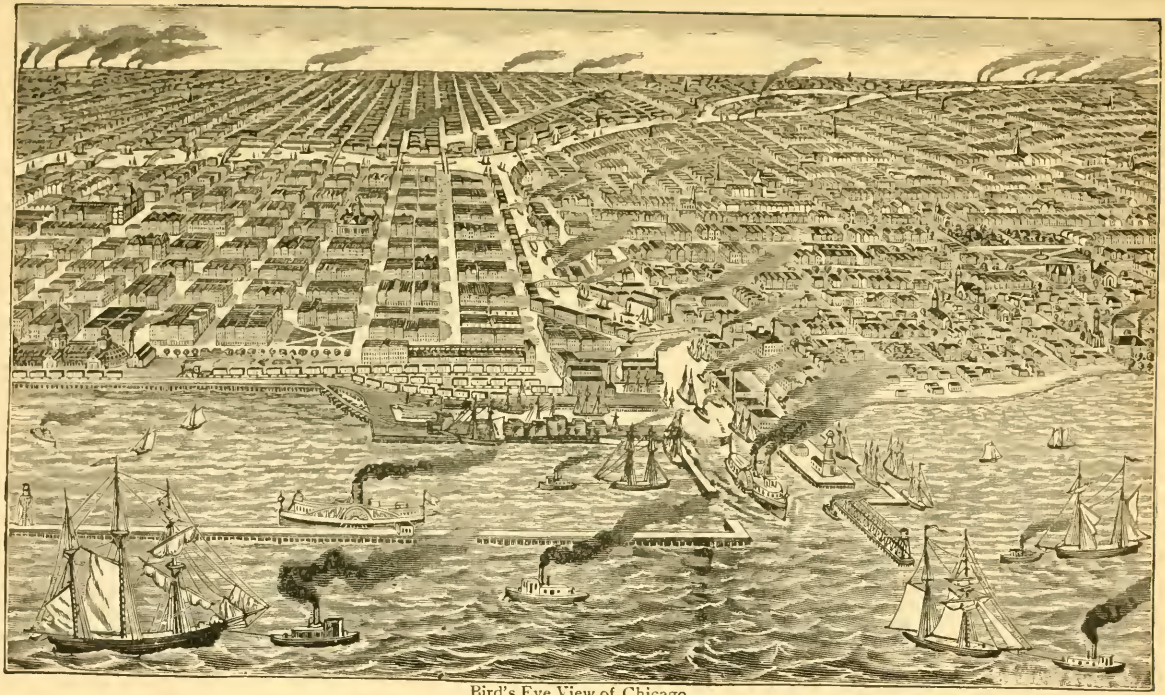
The train runs to *New Albany*, situated opposite west, 21,000 inhab., very pleasant town; from there over the large Kentucky-Indiana bridge (2453 feet long, cost 2 million dollars) to *Salem* (55 miles), in which county is the *Lost River* that runs under ground for eleven miles; *Mitchell* (72 miles); *Bloomington*, with state university; *Gosport* (110 miles); *Greencastle* (130 miles), and *Lafayette* (188 miles), 16,283 inhabitants, handsomely built up, manufacturing place, educational institutions. The rest of the route offers nothing of interest.

8. New Orleans to Chicago.

Illinois Central Rail Road.

No change of cars; 50 hours ride; 855 miles; stations of little importance; no remarkable scenery.

First station worth mentioning is *Jackson*, 6,041 inhab., capital of Mississippi, remarkable public buildings, battle in war of secession, May 14th 1863; Grant's victory over Johnston; further north comes a second *Jackson* in Tennessee (441 miles), 10,056 inhab. Then passing *Milan* (464 miles), the road touches *Cairo* (550 miles), live town at the confluence of Ohio and Mississippi; where it crosses the Ohio, later *Carboudale*, large tobacco plantations and *Du Quoin*, extensive coal mines. Then comes *Centralia* (662 miles), *Effingham*, *Mattoon*, and, after several small places in a very large fertile region, *Champaign* is reached, *State University*. Next station of importance *Kankakee*, on river of same name; then *Kensington* (840 miles), with the neighboring *Pullman*, large factories of palace cars; and finally *Chicago*.



Bird's Eye View of Chicago.

9. Milwaukee to Chicago.

Chicago & North Western Rail Road.

Eighty-five miles along the shore of Lake Michigan.

The first station of importance is *Racine* with 21,022 inhab.; well known commercial and manufacturing centre; extensive educational institutions, many churches. Then follows, on highland, *Kenosha*, with 6,529 inhab.; then *Waukegan* (50 miles), likewise on highland, a popular summer resort; after this follow several suburbs of Chicago, among which *Evanston* may be especially mentioned, and finally *Chicago*.

10. Milwaukee to Chicago.

Milwaukee & St. Paul Rail Road.—85 miles.

This line has about the same direction as the North Western Rail Road with which it runs West and nearly parallel to it, touching a large number of small and unimportant stations.

11. St. Paul to Chicago.

Chicago and North Western Rail Road.

No change of cars; 16 hours ride; 410 miles.

First station *Hudson* on the St. Croix Lake; then *Menomonee* (64 miles), on the river of the same name, considerable logging; then *Eau Claire* (89 miles), with 17438 inhab., on the Chippewa River, also with important wood traffic; further *Augusta* (111 miles); *Black River Falls* (145 miles), also chiefly wood traffic. After traversing miles of forest, *Elroy* (198 miles), is reached, and then *Madison* (272 miles), with 13,392 inhab., the capital of the State of Wisconsin, important business place, and a favorite summer resort, situated in the midst of charming lakes, remarkable public buildings, educational institutions, etc. Then follow *Evansville* (294 miles), and *Beloit* (320 miles), beautifully situated and handsomely built; then *Crystal Lake* (367 miles), and finally *Chicago*.

12. San Francisco to Omaha.

Union Pacific & Central Pacific R. R.

1867 miles;—74½ hours;—$60.00.

First station the charming *Oakland* on the East shore of San Francisco Bay. Then *Sacramento*, 26,272 inhab., on the East shore of Sacramento River, capital of California, beautiful city, handsome *State Capitol*. After this *Colfax* (143 miles), and *Cape Horn*. From here the track, steadily ascending, winds along abysses several thousand feet in depth, being in many places shelved out from the mountain side. The *scenery* up to *Summit* (7040 feet high), highest point of the Central Pacific R. R.), is exceedingly impressive. The whole distance from Colfax to Summit is, as regards landscape and flora, of enchanting beauty.

Then follows *Reno* (240 miles), on the Truckee River, considerable trade with the mining regions. Thence the road continually descending, leads to *Wadsworth*, passing through a picturesque mountain region with roaring streams, until the foot of the Sierra Nevada is reached. From here to *Humboldt* (372 miles), the country is desolate and waste, without vegetation. Then *Elko*, place for refreshments; *Humboldt Wells*, thirty springs, in some of which the line does not reach the bottom even at a depth of 1800 feet. It is, therefore, supposed they all come from a lake under ground. After this comes on high plateau, 62 miles long, the great American Desert. Then passing along the North shore of the great Salt Lake, through the Promontory Mountains, *Corinne* is reached, and later *Ogden* (832 miles), in Utah, 18,269 inhab., situated on a high plateau, with a Mormon tabernacle and running water in almost every street. After this traversing an impressive mountain region, we come upon *Weber* and *Echo Cannon*, the most interesting points of the whole route. There the road passes through five tunnels cut in the solid rock and reaches in the now downward course, near *Fort Steele* (1170 miles), the foot of the North Platte Mountains. *Rock Creek* (1241 miles), is the regular dining station. Pass-

ing thence through a long line of cragged hills and, later, through wide plains, we reach *Laramie City* (1300 miles), 6,395 inhab., on the river bearing the same name. From there to *Sherman Station*, one of the highest in the world (being situated at an altitude of 8240 feet), the train passes for 100 miles through the Laramie Plaines that abound in cattle and game, gradually ascending the Rocky Mountains. Redescending, we reach *Cheyenne*, 11,693 inhab., beautiful view of Rocky Mountains and Black Hills, and later *North Platte* (1575 miles), almost exclusively devoted to railroad interests. Passing through rich farm lands we arrive without touching any further place of considerable interest, at *Omaha*.

13. Omaha to Chicago.

Chicago & North Western Rail Road.

488 miles;—17 hours;—$12.75.

After crossing one of the large and interesting *Missouri bridges* the train arrives at *Council Bluffs*, on the opposite shore, 21,388 inhab. Considerable railroad junction and principal connection between the Eastern roads and the Union Pacific R. R. Then, passing along picturesque slopes, *Missouri Valley Junction* (21 miles), is reached. The *Boyer Valley* follows, and after crossing a tract gradually changing into a prairie the train reaches *Arcadia* (83 miles), 850 feet above Lake Michigan. Then follows again an extensive and beautiful prairie; after this the *Des Moines Valley* is entered. The train then crosses the river of the same name and, passing through very picturesque and wildly romantic scenery, reaches, after a very steep ascent, *Boone* (148 miles). Then comes, after a long tract of farm lands, *Cedar Rapids, Iowa* (268 miles), 17,977 inhab., important business centre, much agricultural industry. Crossing swelling prairieland, *Clinton* is reached, 14,000 inhab., large railroad shops, sawmills etc. Before entering *Fulton* (353 miles), the magnificent *Mississippi bridge* is crossed, 4,100 feet long, and affording a beautiful view. Then follows *Sterling*, picturesquely situated, on the

Rock River. Thence to *Chicago* the journey continues through monotonous prairie land.

14. Omaha to Chicago.

Chicago, Rock Island & Pacific Railroad.

500 miles; — 15 hours; — $12.75.

This road leads, like the preceding one, over *Council Bluffs* and touches as first point of importance *Des Moines* (142 miles), 50067 inhab., situated on river of same name, capital of Iowa, interesting *Capitol*, churches, educational institutions, important railroad centre. Passing *Grinnell* (197 miles), *Iowa City* (263 miles), situated on high ground, is reached; 5,628 inhab., state university. Then follows *Davenport*, 25,161 inhab., likewise situated at considerable altitude, and connected with *Rock Island*, situated opposite, by a handsome railroad bridge. Rock Island, 13,596 inhab., on confluence of Rock River and Mississippi, famous theological institutions, *largest United States Arsenal* on the island, several miles long and situated in the river. After crossing a very rich agricultural region, *Geneseo* is reached (341 miles); later *La Salle* (400 miles), 11,610 inhab., on the Illinois River, terminus of Illinois and Michigan Canal, considerable manufacturing interests; after this *Ottawa* (415 miles), 9,971 inhab., on the Illinois River, Supreme Court of Northern Illinois, extensive manufactures operated by water power; then *Morris* and *Joliet* (459 miles), 27,407 inhab., large State Prison, considerable quarries. The remainder of the journey to prairie land to *Chicago*.

RAILROAD DEPOTS.

Grand Central Passenger Station.

Site: Corner 5th avenue and Harrison street.

Chicago & Northern Pacific R. R.—Wisconsin Central R. R.—
Chicago, St. Paul & Kansas City R. R.

The largest and finest railroad station in Chicago, perhaps even in the whole country, and one of the most remarkable new structures in the city. As soon as the connection already planned with the Baltimore and Ohio R. R. is effected, an uninterrupted journey from the Atlantic to the Pacific Ocean can be made through this station. It is on the outside an unpretentious building but of imposing dimensions. The convenience and beauty of its appointments, as well as its very favorable situation directly by the river, make it a worthy terminus of one of the greatest commercial channels of the Northwest.

The station is the property of the Chicago and Northern Pacific R. R., the only road having a track of its own from Chicago to the Pacific coast. It also owns besides other lines, the Wisconsin Central. The ground plan of the structure is a right angle whose short leg (226 feet on Harrison st.) contains the large carriage hall (a hall, 120 x 160 feet large, covered with glass and decorated with enamelled tiles and accessible through three very large arches). The long wing of the building (670 feet on 5th ave.) contains in the North end the sumptuous waiting room (207 x 75 feet and 25 feet high) with its sixteen iron columns set in polished scagliola and adorned with rich stucco capitals. The walls including the elegant mantle piece are covered with fine grayish-brown Tenessee marble. Similarly decorated are the *Dining Room*, *Ladies' Room*, *Smoking Room*, *Toilet Room*, *Barber Shop* and *Reading Room* which are all situated South of the general waiting room. A *lunch room* for families with tables for spreading

Grand Gentral Depot, Polk st., cor. 5th ave.

out provisions; several rooms destined for emigrants and appointed with special reference to their wants, offering gratuitous bath, soap, combs, towels, etc. and the large baggage room take up the rest of this wing.

The *tower* is visible from a great distance. It has seven stories and is 236 feet high, (dial of clock 13½ feet; bell of clock ten thousand pounds) and connects at the corner of the street the two wings, each of which have five stories. The basement of the tower which is accessible from both streets through massive round arches, serves as vestibule for the waiting room.

The buildings are in early Italian Renaissance and cost with the large train house, in the rear, about a million dollars. The material is brown brick, terra cotta and brown sand stone, the latter being used chiefly for the tower.

The *train shed* which is 560 feet long, is likewise worthy of inspection. Being vaulted by one wide arch of a span of 150 feet, and mainly covered with glass, it is well lighted and exceedingly pleasant. This train shed is next to that of the Grand Central Depot in New York, the largest in the country.

Worthy of mention is the electric plant under the platform which furnishes electricity for regulating the switches and closing the bars at a great distance. From here are watched the movements of all the trains.

The company owns 1¾ miles of wharf on the river and a steam bridge.

Polk Street Depot.

Site: Polk Street, Foot of Dearborn Street.

Polk St. Depot (official name, Dearborn Station), is the common terminus for the following lines:

Chicago & Eastern Illinois R. R.—Chicago & Grand Trunk R. R. —Chicago & Atlantic R. R.—Chicago, Santa Fe & California R. R. —Chicago & Western Indiana R. R.—Louisville, New Albany & Chicago (Monon) R. R.—Wabash R. R.—Belt Railway Company

The station is a pretty brick building with trimmings in gray stone and terra cotta, extending along Polk str., between 3rd and 4th aves., opposite Dearborn st. which here terminates. The centre section with its fine semi-circular arched windows is flanked on each side by a wing, the one on the right containing a restaurant, that

on the left, the ticket office. The most interesting part of the building is the beautiful quadrangular *tower* rising in the centre of the front and suggesting in its main part an Italian campanile, and with its many dormer windows in the slightly projecting gable roof, the architecture of the North German renaissance.

The *interior* of the depot is comfortably and practically arranged. The entrance in the basement of the tower leads to the vestibule and the stair-case. Directly in front of the entering traveller is the large *train hall;* on the right and left are waiting rooms which are adjoined by the restaurant and the ticket offices above mentioned. South of the ticket office is the comfortable *Ladies' Waiting Room;* still further down the *Baggage Room*, accessible also from 3rd ave.

The *telegraph office* is in the waiting room on the right. There are besides, the usual accessories of a railway station: news stands, fruit stands, barber-shop and bath (in the cellar of the vestibule). The public rooms are simply, but comfortably appointed. The ticket office, serving at the same time as entrance room, is very pretty with its walls of glazed cream colored tiles and terra cottas, its ceiling of dark wood and its floor of inlaid colored stones.

The light and vast *train hall* is of glass and iron.

Rock Island Depot.

Chicago, Rock Island & Pacific R. R.—Lake Shore & Mich. South. R. R.

Situation: The block between Van Buren, Harrison, Sherman Sts. and Pacific Ave.

The front with the entrance on Van Buren st. opposite the Rialto building, is flanked by two seven-story towers. The material is yellow stone with a rough surface.

In the main building are the numerous offices of the two roads: those of the Lake Shore R. R. being in the wing *East* of the corridor, those of the Rock Island R. R., together with *telegraph office*, steam ship agencies, etc., in the *Western* wing.

Directly adjoining the main structure is the *train hall* which is, on the Sherman st. side, flanked by a long wing containing the *baggage*, *waiting*, *eating* and *smoking rooms*. The *ticket office* is on the West side of the hall. There are, besides, news stands, etc.

Union Depot.

Site: Canal and Adams Streets.

Union Depot, the common terminus of six railroads, is situated on Canal st. and extends, with its accessories, through two blocks, from Madison st. to Adams st. It is used by the following roads:

Chicago & Alton R. R.—Chicago, Burlington & Quincy R. R.—Chicago, Evanston & Lake Superior R. R.—Chicago, Milwaukee & St. Paul R. R.—Chicago, St. Louis & Pittsburgh R. R.—Pittsburgh, Ft. Wayne & Chicago R. R.

The station is one of the largest and best appointed in Chicago. It is a stately brick building with a long front. The main entrance in the middle leads to a high studded vestibule and stair-case, the walls of which are covered with marble of various colors, and decorated effectively. The two stairs on the sides lead up to the first story; that in the middle, marked by two chandeliers, runs down to the basement.

The first story is almost entirely taken up by the large waiting room which is fitted up with exceptional elegance and comfort. At the right (South) end is the *ticket office*, and at the North end a news stand and a *public telephone station*. On this side are the entrances to the large *restaurant* which is run on the European plan.

In the second story are the business and private offices of the R. R. corporations.

Descending the middle stair-case, leading to the vestibule, we reach on the **right** (South): the office of the *Passenger Agent;* then the *Parcel Room;* after this *Bureau of information; Barber Shop; Washing* and *Toilet Rooms*. Behind the barber-shop, fronting the street, is the *Water Closet*.

A flight of stairs leads thence up to Canal st. On the South are the baggage rooms of the following lines: Pennsylvania Co., Chicago, Burlington & Quincy R. R., and Chicago and Alton R. R.

The other part of the basement, on the *left* (North) of the middle stairs, contains these rooms: *Office of Depot Master*, *Telegraph Office*, *Smoking Room*, *Lunch and Dining Room*.

Here again a flight of stairs leads up to the street.

The baggage room on this side are for the following roads: Chicago, Milwaukee & St. Paul R. R., and Chicago, St. Louis & Pittsburgh R. R.

Access to trains through trellised gate on the side on which is located the baggage room of the road which the traveller intends to take.

Chicago & Northwestern Depot.

Site: Wells St., S. W. corner Kinzie St.

A solid brick building, flanked by low towers at the corners and a quadrangular clock tower in the middle.

The main entrance on Wells st. leads to the waiting room on the first floor, a large, well lighted room taking up almost the whole story. The ticket office is on the West wall. The doors to the right (North) lead to the restaurant, toilet room and the stairs to the upper stories; opposite, on the left the news stand, parcel room and toilet rooms. South of it the stair-case leading to the offices in the upper story. Three stairs run down to the *basement* and the train house. On the left are lunch rooms and fruit stands, and on the right the ticket office, telegraph office, smoking and reading rooms, and baggage room.

Lake Shore & Michigan Southern RR. and Chicago, Rock Island & Pacific RR. Depot.

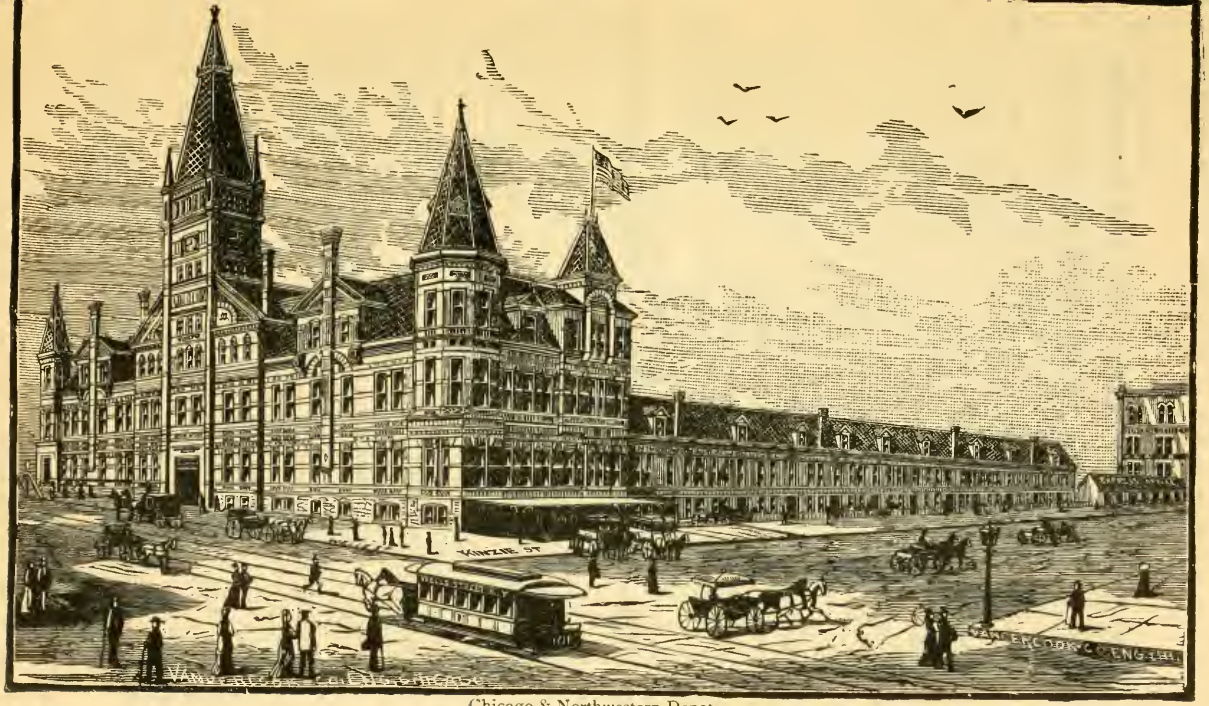
Site: The block between Van Buren, Harrison, Sherman sts. and Pacific ave. The front with the entrance on Van Buren st., opposite the Rialto building, is flanked by two seven story towers. The material is yellow stone with a rough surface.

In the main building are the numerous offices of the two roads; those of the Lake Shore RR. being in the wing *East* of the corridor, those of the Rock Island RR., together with telegraph office, steam ship agencies, etc., in the *Western* wing.

Directly adjoining the main sturcture is the train hall which is, on the Sherman st. side, flanked by a long wing containing the baggage, waiting, eating and smoking rooms. The ticket office is on the west side of the hall. There are, besides, news stands, etc.

Illinois Central Depot.—*SITE: Foot of Lake street.*

Baltimore & Ohio Depot.—*SITE: Lake Front, foot of Monroe street.*



Chicago & Northwestern Depot.

II.

How to Live in Chicago.

3) Cabs; Hansoms; Hacks; Railroad Omnibusses; Carettes; Street Cars; Suburban Railroad Routes.

The system of public conveyances is very complete in Chicago. It comprises:

1. *Street cars, drawn by cable and horses.* (*See end of this book.*)
2. *Carettes.* (*See next Page.*)
3. *Suburban Railroad Routes.* (*See list of Stations at end of book.*)
4. *Railroad Omnibusses to Hotels and Depots.* (*See later.*)
5. *Vehicles for Public Hire:*
    1. **Hacks** with two horses carrying up to four persons.
    2. **Cabs** with one horse (driver in front) carrying one or two persons.
    3. **Hansoms** with one horse (driver in rear) carrying one or two persons.

All vehicles for public hire are licensed, under police supervision and required to display conspicuously:

1. Name of owner, and license number, on coach and lantern.
2. License number on metal badge on driver's coat.
3. Card with legal rates of fare, in coach.

It is Very Advisable to Agree on Price Before Starting.

In case of any dispute the matter may be submitted to the nearest policeman, or the Superintendent of Police.

LEGAL RATES FOR HACKS.

1. One or two persons from Depot to Depot $1.00.
2. " " 1st mile $1.00; each additional mile or part thereof 50 cents.
3. Each additional passenger 50 cents.
4. One or two passengers for any distance inside of the city $2.00; each additional passenger 50 cents.

5. Children 5 to 14 years half fare.

6. Children under 5 years no charge.

7. One or more persons by the hour, first hour $2.00; after first hour $1.00 per hour or fraction thereof.

8. One or more persons by the day $8.00.

LEGAL RATES FOR CABS AND HANSOMS.

(One Horse Vehicles)

1. For first mile, 25 cents for each person; after first mile 25 cents per mile for one or more persons.

2. Any distance inside city, 75 cents per hour; after the first hour, 20 cents for each additional quarter hour.

3. In parks and outside city limits $1.00 per hour; 25 cents for each additional quarter hour.

All vehicles shall be under the direction of the passenger until discharged and will be paid for accordingly.

When hired by the hour and discharged at a distance from stand, the driver shall charge for time necessary to return to stand.

BAGGAGE.

One trunk and 25 lbs. of other baggage free.

When the whole weight exceeds 100 pounds, 15 cents for each additional package.

Any package left in coach by a passenger shall immediately be taken by the driver to the Central Police Station.

DISTANCES FROM DEPOT TO DEPOT.

From Ills. Central (Foot of Lake)			to Polk and Dearborn	1.24	miles.
From	"	"	to Harrison & 5th ave.	1.47	"
From	"	"	to Canal & Adams sts.	1.22	"
From	"	"	to Wells & Kinzie sts.	.80	"
From Union Dpt. (Canal & Adams)			to Polk and Dearborn	1.24	"
From C. & N.W. (Wells & Kinzie)			to " "	1.35	"
From	"	" "	to Harrison & 5th ave.	1.12	"
From	"	" "	to B. & O. Depot ...	1.—	"

STREET CARETTES.

The Street Carettes drawn by two horses, are very similar to the regular street cars, only that they are shorter, on higher wheels, and run on on any pavement. This system is as yet in its infancy.

They run: every 6 minutes all day until 7.00 p. m.; every 8 minutes from 7.00 until 10.00 p. m.; and every 12 minutes from 10.00 until 11.51 p. m.

The FARE is 5 cents.

State and Adams Street Line.

From State and Washington sts. to Adams st. & Western ave.

From corner State and Washington sts. (Marshall Field's) to Adams and Canal sts. 9 min., to Monroe and Halsted sts. 16 min., to Adams and Throop sts. 23 min., to Adams st. and Ashland ave. 27 min., to Adams st. and Western ave. 37 min. Return same route.

Last Carette leaves State and Washington sts. 11.51 p. m.

Ashland Ave. and Lincoln Park Line.

(Via Rush street.)

From Lincoln Park to Madison street and Ashland avenue.

From Lincoln Park, Clark st. and North ave., to Division st. 7 min., to N. State st. and Chicago ave. 13 min., to Rush st. bridge 19 min., to Madison and Halsted st. 39 min., to Ashland ave. 50 min.

Last Carette leaves Lincoln Park, Clark st. and North ave., 10.48 p. m.

RETURN ROUTE: Runs from barn 609 West Madison street to State street, to Lake street, to River street, over Rush street bridge, Rush street, to N. State street, to Schiller street, to Dearborn ave., to Burton Place, to Clark street, to North ave. (Lincoln Park). Time 50 minutes.

PARMELEE'S OMNIBUS AND BAGGAGE LINE

is especially recommended to strangers arriving in the city and wishing to reach a hotel or another railway station. An agent of the company who boards the train before it reaches Chicago, receives hand bags and gives his own checks in exchange for the baggage checks of the road, after the name of the hotel or the depot has been given to which the traveller wishes to have his baggage sent. An omnibus stands ready, upon the arrival of the train, to transfer passenger, (two trunks and hand bags free) for fifty cents.— Baggage sent to a private address in the city, is charged at the rate of fifty cents for the first piece, and 25 cents for every additional one. This includes a free ride to any hotel or depot, provided a check has been secured on the train, from the agent of the company.

Polk Street Depot.

HOTELS.

Although New York has, for the time being, a greater number of hotels than Chicago, it is to be expected that, after the completion of the hotels already planned, and those that will be erected before the Columbian Exhibition, Chicago will lead all other cities in the United States in the number of her hotels, at the time of the World's Fair.

McCoy's Hotel.

It has been calculated that the existing hotels can accomodate 50,000 guests; a capacity which will be considerably increased after the enlargements planned by many of them are completed.

There must besides, be taken into consideration, the great number of private residences and lodging houses whose precise capacity for accommodation of strangers it is, of course, impossible to state.

The stranger may be accommodated in Chicago, as follows:

1) In *Hotels after the American plan.* Fixed charges per day for room and full board.

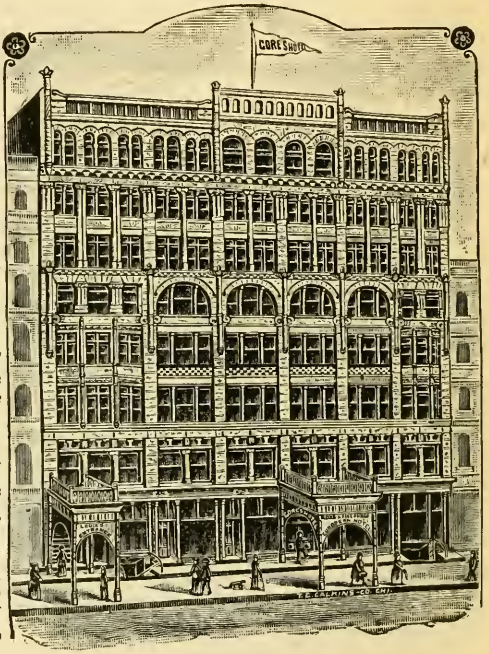
2) In *Hotels on the European plan*, offering rooms by the day or week at fixed prices, and leaving it at the option of the guest to take his meals in the restaurant usually attached to the hotel, or elsewhere.

3) In *Hotels with both American or European system.*

4) In *Boarding-Houses*, located in almost all parts of the city, and offering board and lodgings, according to locality and quality, for from four to twenty dollars per week.

The better boarding houses and private dwelling houses are principally located on Michigan, Wabash and Indiana aves., on the South side of the city.

Many recommendable houses are also on the North side, between Indiana st. and Chicago ave., North Clark st. and the lake.



Gore's Hotel.

On the West side must be especially mentioned: Adams, Monroe and Washington sts., west of Halsted.

Strangers with limited means will find cheap and respectable quarters in the neighborhood of the great medical and other educational institutions

The daily papers, and especially the Sunday editions of the "Tribune" and "Herald", publish a great number of boarding house addresses.

5) *Furnished Rooms*, to be hired for from two to ten dollars per week. Addresses to be obtained like those of "Boarding Houses."

Parties intending to make a longer sojourn and wishing to live in a boarding or lodging house, will often be best accomodated in the more remote parts of the city. The vicinity of the parks, the better air, houses with all modern improvements, quiet neighborhood and easy and rapid communication with the city, by cable or railroad, have already attracted thither a large part of the population.

The following is a list of the most popular hotels of the city:

1) Centrally located.

FIRST CLASS:

Palmer House.—Largest hotel. 746 rooms. Corner State and Monroe sts. American and European plans. Rooms $1.00 to $4.50; American plan $3.00 to $9.00. A pamphlet containing a diagram of the various floors and prices, with and without board, is sent postpaid, on request. Requisition of rooms by mail or telegraph promptly attended to. Specially favorable rates for children.

Grand Pacific Hotel.—Corner Clark and Jackson sts. 600 rooms. American plan. $3.00 to $6.00 per day. Special rates by the week and month, and for families.

Tremont House.—Corner Dearborn and Lake sts. 230 rooms. American plan. $3.00 to $5.00 per day. Special rates by the week and month, and for families.

Auditorium Hotel.—Corner Michigan ave. and Congress street. 500 rooms (200 with bath). American and European plan. $4.00 4.50, and 5.00 per day. Rooms $2.00, 2.50 3.00 and 4.00 per day.

Sherman House.—Corner Clark and Randolph sts. (Court House Square..) American plan. $3.00 to 5.00 per day. 300 rooms.

Hotel Richelieu.—Michigan avenue between Jackson and Van Buren sts. European plan. 150 rooms. $2.50 and upwards.

Leland Hotel.—Cor. Michigan ave. and Jackson sts. American and European plans. View of the lake. 300 rooms. $1.50 and upwards. American plan $3.00 to 5.00 per day.

Wellington Hotel.—Wabash ave. and Jackson st. 200 rooms. European plan. $1.50 and upwards.

Hotels more remotely located.

FIRST CLASS.

Southern Hotel.—N. W. corner Wabash ave. and 22nd st. 150 rooms. American plan. $2.50 to 4.00. Special rates.

Virginia Hotel.—78 Rush street. 480 rooms. American plan. $3.00 to 5.00 per day.

SECOND CLASS.

Clifton House.—Corner Wabash ave. and Monroe st. 200 rooms. American plan. $2.50 to 3.50.

Hotel Henrici.—72 Randolph street, near State st. 100 rooms. European plan. $1.00 and upwards. Frequented chiefly by Germans. Special rates.

Atlantic Hotel.—Corner Van Buren and Sherman sts., opposite Lake Shore and Michigan Southern Depot. 250 rooms. American plan. $2.00 per day. Special rates.

Hotel Grace.—Clark and Jackson sts. European plan. 180 rooms with steam heat, hot and cold water. $1.00 and upwards.

Hotel Brevoort.—143 and 145 Madison st., between Clark and La Salle sts. European plan. 250 rooms with steam heat. $1.00 and upwards.

Burke's European Hotel.—140 & 142 Madison st., between Clark and La Salle sts. 60 rooms. $1.00 and upwards.

McCoy's European Hotel.—Corner Clark and Van Buren sts. 250 rooms. $1.00 and upwards.

Gore's Fire Proof Hotel.—266 to 274 S. Clark st., between Jackson and Van Buren sts. European plan. 250 rooms. $1.00 and upwards.

Kuhns Hotel.—165 Clark st. 110 rooms. European plan. $0.75 to 2.00. By the week $5.00 to 12.00.

Commercial Hotel.—Corner Lake and Dearborn sts. 350 rooms. American plan. $2.00 to 2.50 per day. Special rates by week or month.

Briggs House.—Corner Randolph st. and 5th ave. 133 rooms. American plan. $2.00 to 2.50 per day. Special rates.

Windsor Hotel.—145 Dearborn st., between Madison and Monroe st. 162 rooms. European plan. $0.75 to 3.00.

The Saratoga.—155 to 161 Dearborn st., between Madison and Monroe sts. European plan. 200 rooms with steam heat, hot and cold water. $0.75 to 3.00.

Palmer House.—*Site:* S. E. corner State and Monroe sts.

The Palmer House, the leading hotel in Chicago, and one of the largest hotels in the world, is a massive eight story structure in French renaissance style.

The building, in its facades especially, is constructed after a Parisian model. The corner in which both facades meet, is a sort of rotunda with a cupola. Twelve columns placed above one another in groups of four and crowned by four caryatides supporting the roof, form the vertical divisions of the facade, and balconies, low balustrades, mouldings and cornices the horizontal ones. The middle part of the main facade (looking toward State st.) shows a similarly rich ornamentation, having alone 28 of the 42 Corinthian columns, placed in pairs along the front. The large renaissance door, reaching up to the third story, projects somewhat from the front and has three allegorical figures: Art, Science, and Industry. The Greek pediment crowning the central part of the facade, contains a fine group.

The facade is further enlivened by twelve fluted pilasters on the third, fourth, fifth and sixth stories and the arched windows of the curb roof.

The Monroe st. facade is similar, but simpler, being without columns. On this side are the carriage door and *ladies' entrance.*

In the passage leading to the hall are the telegraph and ticket offices. The *vestibule* (rotunda) is a quadratic space with columns supporting the ceiling. Here are, among others, the office of the hotel, and the telephone. Wide passages connect the rotunda with the adjacent rooms. The vestibule is decorated in a warm, yellowish brown tone with much gold; the ceilings show festoons on gold ground, interrupted by portraits and emblems. The floor is here as all over the house, many-colored marble.

Behind, East of the rotunda is, in a one story additional building outside the walls of the house, the office of the manager and the beautiful writing room, well lighted and decorated in Indo-Moorish style. Corridors lead thence to the barber-shop, bath-rooms, etc. On the north side of the rotunda are the elevators and the stair-case. The walls of the rotunda are decorated with interesting fresco paintings: The landing of Columbus, Chicago in 1833, Views of buildings destroyed in the great fire.

The *main stair case* of Carrara marble is built upon the principle of the keystone and winds from the basement to the upper story without any apparent means of support. Each landing is a block of

marble weighing 5200 pounds, which will give an idea of the enormous weight of the entire stair case, thus suspended in mid-air. It leads first to an open *entresol* from which a glimpse may be gained of the life in the rotunda. Thence are reached the very spacious *corridors* which, provided with carpets, mirrors and furniture, are a favorite place for rendez-vous. In the corridor of the first story, just opposite the stair case, a painting of Guignard: 'In the Landes.'

In the upper stories of the hotel are several remarkable rooms, among which may be mentioned the *Egyptian Parlor*, *Grand Reception Room*, *Ball Room*, *Club Room*, *Bride's Room*, etc.; all very sumptuously and tastefully decorated and appointed.

* **Grand Pacific Hotel.**—*Site:* Clark st., facing Jackson st. (opposite Phenix building) and running through to La Salle and Quincy sts., opposite the Post Office and in the centre of the bankers' and brokers' quarters.

The Grand Pacific Hotel is one of the great American caravanseries, which are famous all over the world and serve not only for the accommodation of strangers, but play also an important role as rendez-vous for political, business, sporting and social circles.

Standing on the site of the old Pacific Hotel which was burnt in the great fire, it presents itself as a vast, six-story building, free on all sides. The main facade is on Clark street. The architecture approaches the renaissance style, but shows, besides, various other forms. There are 500 rooms in the house. The rooms in the first story are grouped about two halls which are accessible through the four principal entrances. Those facing Clark street are almost exclusively given up to business purposes: Railway ticket office, book and news stand, drug store, barber-shop, baths, etc., which all connect with the interior courts, thus exhibiting the whole plan very symmetrically.

A wide corridor leads from the Clark st. entrance to the first hall (70 x 70 feet) officially termed the '*rotunda*'. On the left, at the corner, the Postal Telegraph Co. and a little further on, on the same side, comfortably furnished *writing* and *reading rooms*. In front of them ticket office. In the background of the rotunda, between the two stair cases, are the *hotel offices* and behind them the *baggage room*.

Farther to the left, a second corridor from Jackson st. A few steps lead thence to the *second hall* (100 x 60 feet) which is situated a little higher. The two halls are separated by the stair case.

In the centre of this second hall is the bar-room with cabinets. On the right of the bar-room, toilet rooms and water closets, south of those office of the Western Union Telegraph Co. A corridor on the right leads behind the bar room, to the cafe and the billiard room, one on the left to the third entrance; and directly in front, a fourth broad corridor leads out to La Salle st.

Both corridors are, at their southern extremities, connected by a passage leading along the barber-shop and the bath rooms.

On the second story are the *parlors*, *dining rooms*, kitchen and accessory rooms. The *grand parlor* (on Jackson st.) measures 100 x 24 feet, the dining room 130 x 60 feet. A *large promenade* connecting the parlors with the dining rooms, is 30 x 130 feet long. The corridors are 12 feet wide.

Building and equipment cost $1,660,000.

The cuisine of this hotel enjoys an enviable reputation. The annual game dinner there, offering almost every game of the country, has for years attracted large numbers of the epicures in the city.

* **Tremont House.**—*Site:* Dearborn street, S. E. corner Lake street.

The Tremont House is one of the oldest and most prominent hotels of Chicago, dating back to 1833. At that time the guests were in the habit of shooting, from the entrance of the hotel, the wild ducks in the pools near by.

The present building was erected at a cost of $700,000, and presents in its exterior one of the finest buildings in the city. It rises in six stories over the basement and is crowned by five towers with cupolas. The style is French renaissance with uncommonly numerous plastic ornaments, suggesting to some extent the Hotel de Ville and the Louvre in Paris. The material is Amherst (Ohio) sand stone.

The *main entrance* which rises to the second story, is on the Dearborn st. facade. The central section of the building, with its columns and the large cupola, together with the balustrades and the fine crowns of the windows, is very effective.

The two entrances on Dearborn st. and Lake st. lead directly to the *rotunda* which is lighted by three circular sky-lights. On the east wall the office, to the left of it is the corridor to the toilet rooms, etc. On the right of the office, the apartments of the manager, and behind them, the *billiard*, *writing* and *reading rooms*. A flight of stairs between these rooms and the Dearborn st. vestibule leads to the upper stories.

On the opposite side of the rotunda: the telegraph office and a news stand. In the corridor to the Lake st. entrance are the elevators and an other flight of stairs.

The first story contains a number of luxuriously appointed rooms: parlor, club rooms, and three large dining rooms. A hundred of the 250 rooms in the house are furnished with porcelain bath tubs.

The interior decoration, cornices, corridors and stair cases harmonize well with the facade.

The Sherman House. The Sherman House, on Clark St., N. W. cor. of Randolph, opposite the City Hall, is one of the oldest hotels in the city.

It was first built in 1836 by Francis C. Sherman, who was once mayor of Chicago; and has experienced a great many changes. It was opened in 1837 as the City Hotel, rebuilt in 1844 and then opened as the Sherman House; and it frequently changed owners, until in 1860 an entirely new building was erected, with the first steam elevator in Chicago. After the great fire (1871) it was again rebuilt and opened for business in the Sping of 1873.

The building has six stories, a basement and a mansard roof. The two facades, especially in the central part, are of the renaissance style, have iron balconies, and are capped above with five low pyramids.

The two entrances lead into the glass-covered rotunda, which contains the hotel offices. This is adjoined on the north by the writing room; and on the opposite Randolph street side, by ticket and telegraph offices, the ladies' parlor, barber shop, etc.

Lake Shore & Michigan Southern Depot, Van Buren st., cor. Pacific ave.

Restaurants, Coffee Houses,

Beer Houses, Wine Rooms, Summer Gardens, Confectioners, Tobacco and Cigars.

The **EATING HOUSES** of the city may be divided into:

(1) **Hotels,** which, however, are almost exclusively patronized by those who also lodge there; though a few of them have "*Day Boarders.*"

(2) **Restaurants and Cafes.** The latter really are regular restaurants, only that they have in most cases bakeries connected with them.

The *Cafe*, pure and simple, after the European model (luxuriously furnished with divans, newspapers in all languages, games etc.) those comfortable metropolitan retreats, each with its peculiar character, determined by the rank or calling of its regular patrons, will be seriouly missed by the visiting foreigner. It is strange that an establishment of this kind has not even been introduced as an experiment, as much as there is a need for it.

The more important **Restaurants** (see also beer halls) are:

Fine: *Auditorium Restaurant*, Michigan Ave. and Congress St; *Richelieu*, Michigan Ave., near Jackson St.,

Moderate Priced: The *Boston Oyster House*, (oysters and fish) Cor. Clark and Madison Sts; *Kinsley*, 105 Adams St; *Lansing & McGarigle*, 124 Clark St; *Lassagne*, (restaurant francais) 77 Clark St: *Thomson*, 145 Dearborn St.

The **Coffee Houses on the American Plan,** furnished with long counters and lined with high stools on the outside, on which their customers take their hasty meals, are certainly practical, but the very opposite of the European idea of a coffee house. The reasonable prices however and the fair quality of coffee, edibles etc., as well as the prompt service readily account for the very large patronage they find. The best known are:—*Coyne's*, 164 Madison St; *Kohlsaat's* 196 Clark St.

Cafe restaurants:—*Hotel Henrici*, 70 Randolph St; *Philip Henrici*, 175 Madison St; *Philip Winter*, 279 State St. **North Side:** *W. Remy*, 90 North Clark St.

(3) Beer Halls. These are the larger beer-houses connected with restaurants; they have increased in number and grown in favor during recent years. Besides beer and wines, all the other usual liquors are kept in stock. The more prominent among them are:

Kern, (also imported beer) 108 La Salle St.; *Leutz*, (also imported beer) 21 North Clark St.; *Meyer*, (also imported beer) cor. Madison and Dearborn Streets (Raths-Keller); *Prager*, (also imported beer) N. E. Cor. Madison and Clark Sts.; *The Union*, 115 Randolph St.—Near Lincoln Park: *Stein*, (also imported beer) Germania Hall, 649 North Clark St.; *Kretschmar*, (also imported beer) 625 North Clark St.

(4) **Boarding Houses,** (see article on hotels.) These furnish the cheapest board, and many of them take "day boarders." Most of them can receive but a small number of persons, and even if they do not deserve the abundant sarcasm that falls to their lot, it is certain on the other hand, that the good ones are in the minority.

Beer. The stranger finds here not only the *American Beer* but nearly all the well known *European kinds.* Of the latter, especially *Pilsener*, *Hersbrucker*, *Erlanger*, *Culmbacher*, *Muenchener* etc., are drunk. The principal consumption however consists of *Chicago* and *Milwaukee beer*, many kinds of which, of excellent quality, find a market far beyond the borders of the United States. We note below the favorite American kinds in alphabetical order. Nearly all beer-halls have signs without indicating the kinds of beer on sale within.

Blatz, Muenchener *light Bavarian*, **Dewes, Muenchener** *light Bavarian*, **Northwestern Brewing Co., Zacherl** *light Bavarian*, **Pabst, Hofbraeu** *light Bavarian;* **Schlitz, Extra Pale** *light Pilsener;* **Schoenhofen, Edelweiss** *light Pilsener;* **Seipp, Columbia** *dark Bavarian;* **Wacker & Birk, Ulmer** (similar to Pilsener); **West Side Brewing Co., Hofbraeu** *light Bavarian.*

The number of taverns is extraordinarily great, there being nearly 6,000 of them. They may be distinguished as belonging to the *American type* and the *European type.* The former, most of them luxuriously furnished, engage principally in the sale of *whiskey* and *ale*, although nearly all of them also carry *beer* and *wine.* The furniture mostly consists of three principal pieces; the *sideboard* which is fastened to the wall, with large mirrors, buffets, etc., on which the glasses, goblets, bottled wines and liquors are carefully and tastefully arranged. A few feet from this, and parallel with it, is the *bar*, which is concealed from public view by the third piece, a large *mirror* placed near the door. And at this bar the guests stand sometimes through long hours, shift themselves from time to time from one posture to another, and thus take their drinks. In most of these establishments there are no chairs. The number of so-called "*mixed drinks*" prepared by a mixture of whiskey, brandy, wines etc., with fruit, eggs, syrup, sugar etc., is very great.

The **Beer Houses** run on the European model, are conducted as they are in Europe; and sell all the other drinks as well as beer. These are naturally furnished with chairs. But the number of the larger and more elegant ones is comparatively small.

The better known among them are: **South Side:** *Kern*, 108 Washington St., (also imported beer); the *Union*, 115 Randolph

St; *Lansing & McGarigle*, 124 Clark St; *Meyer*, (also imported beer) cor. Madison and Dearborn Sts (Raths-Keller); *Prager*, N. E. Corner Madison and Clark; *Wagner & Hauschild*, 150 Dearborn St. **North Side:** (mostly German patronage) *Leutz*, (also imported beer) 21 North Clark St; *Fehn*, 123 North Clark St; *Laabs*, 162 North Clark St; *Georg*, 257 North Clark St. (Turners' headquarters). **Near Lincoln Park:** *Stein*, Germania Hall, (also imported beer) 649 North Clark St; *Kretschmar*, (also imported beer) 625 North Clark St.

WINE ROOMS. These are of two kinds, according as they carry imported or native wines. The traveler will find, at the places mentioned below, *imported wines* of good quality; the ordinary, the better, as well as the finest wines. The owners are all direct importer, each one of whom makes to some extent, a specialty of Rhine, Mosel, Pfälzer or French wines.

The more prominent places are:—*Faulhaber*, 78 5th Ave; *Jansen*, 163 Washington St; *Leutz*, 21 North Clark St; *Schogl*, 109 5th Ave; and near Lincoln Park: *Old German Wine House*, (Faulhaber) 526 North Clark St.

The *native wines* have constantly improved in quality during recent years; the traveler however will have to become accustomed to the peculiar taste of the different wines—*California*, *Missouri* or *Catawba*. The California wines especially have much body, and are exported to Europe in large quantities and used there to improve wines of lighter qnality. The principal house in this line is *Wilken*, 49 La Salle St.

The **Public Gardens** have up to this time been but lightly represented here. There is however, scattered over the city, a certain number of small summer gardens that pretend by means of a few trees and shrubs, a few dozen flower-pots etc., to imitate the real article. But there are only two that can be easily reached and are worthy of mention:—*Kretschmar's Summer Garden*, 625 North Clark St., near Lincoln Park; *Thielmann's Pavilion* on the lake shore, near the north end of Lincoln Park. Concerts are given at the latter place on week-day evenings.

Perhaps here might be mentioned the *South Side Schuetzen Park*, near the suburb Pullman, which is described elsewhere; and the *North Side Schuetzen Park* which can be easily reached by the Clybourn Avenue cable cars.

The *lake shore to the north*, along Graceland Avenue offers several fine picnic grounds; among them, *Thiloruhe*, on the lake shore foot of Graceland Avenue, south of the Marine Hospital.

The **Confectionery Establishments** are represented in part by the cafes, mentioned before, which also carry ice cream etc. The *candy stores* however are the real confectioners' establishments. Candy is manufactured here in a great many varieties and finds an enormous consumption as compared with its use in Europe. The finest establishment in the city is *Gunther's* 212 State St.

TOBACCO AND CIGARS are more costly than in Europe, but at the same time of better quality. The *smoking tobaccos* are here mostly Virginian, a mild tobacco, which can be had in all grades from medium to fine. In the matter of *Cigars*, the most fastidious smoker can satisfy his desires. But in a marked contrast with European taste, a fresh cigar here is decidedly preferred to a well seasoned one. Here the cigars are mostly sold during the first three months after manufacture, and if they must be kept longer, artificial means are employed to keep them moist.

The cheapest cigar costs five cents; then there are ten and fifteen cent cigars, and some of much higher prices. The five centers are made of native tobacco, raised in Wisconsin, Connecticut, Ohio, etc. The *ten cent cigars* have mostly Havana filling and Sumatra covering though some are entirely Havana; this is, as a rule, a good cigar. The *fifteen cent cigars* are partly imported Havana cigars; and partly Key West cigars, made in Key West, Florida, from imported Havana tobacco. Since the new tariff of the McKinley Bill has gone into effect, Havana cigars have risen so much in price however that their importation has grown markedly less.

Cigarettes are manufactured mostly from Virginia tobacco of good quality, and are of many kinds. They are sold in small boxes at from five cents to fifteen cents. The better known brands are: *Caporal*, *Cameo*, *High Grade*, etc.

Good firms in the line are: *Thorwart & Roehling*, 188 Randolph St; *E. Hoffman*, 185 Madison St; *R. Schmeling*, 5 Clark St.

☞ For Rates of Postage, etc., see Tables at end of this book.

Business Hours, Regulations, etc., of the Chicago Postoffice, main floor of the Custom House.

The *General Delivery* and *Department for Advertised Letters* for Ladies and Gentlemen are open from 7:30 a. m. to 9 p. m. and *on Sundays* from 11:30 a. m. to 12:30 p. m. Windows 24 to 30 main floor on Clark street.

Letter Chutes for Reception of Mail Matter, and the *Retail Stamp Department* both on Clark street front, are open *day and night*.

The *Registry Department* (Dearborn street front) is open from 8 a. m. to 6 p. m. *except Sunday*.

The *Post Money Order Department* (Dearborn street front) is open from 10 a. m. to 5 p. m. *except Sunday*.

Inquiries regarding *arrival and departure of mails* at Room 1, (Clark street front) open from 9 a. m. to 6 p. m. Sundays from 11 a. m. to 12 m.

Information regarding *Letter Carriers* or *Mail Matter in care of Postoffice* at Room 5, Adams street front.

Missing Letters, Packages, Papers: Information at Room 2, (Dearborn street front) open 9 a. m. to 5 p. m. (except Sunday).

A Few Rules to insure Prompt Delivery of Mail Matter:

Be sure that your *mail matter* is *fully prepaid.*

Place your *name* and *address* on every letter or package, so that in case of non-delivery it can be returned.

Mail matter should be addressed to *street* and *number*. There are many persons, firms, etc., of same or similar names and titles, and the omission of street and number is one of the main causes of delay in delivering mail matter.

Wrong delivery, *detention* or *loss* of *mail matter* should at once be reported to the postmaster in person or writing.

Names of States should be written in full or very distinctly abbreviated.

Mail boxes are located in all parts of the city, and the mail is collected from them in the business district, on week days, at 5:30, 8:00 9:00, 10:00, 11:20 a. m. and 12:35, 1:35, 2:35, 3:35, 4:35, 5:25, 6:20 and 7:30 p. m., and on Sundays at 1:00 p. m. Mail is delivered by carriers as follows, in the business district: 7:00, 8:35, 10:00, 11:45, a. m. and 1:15 and 4:00 p. m.

The **Telegraphs** are here in the hands of two companies, the *Western Union Telegraph* and *Postal Telegraph Companies.* There is no system of uniform rates, and indeed they do not continue the same for any great length of time. Despatches can be delivered as day or night despatches; the former are sent at once, and the latter sometime during the night at two-thirds to one-half of the regular price. A table of rates for cable despatches will be found at the end of this book.

Banking and especially the check system here, etc., vary widely from European methods.

The banks are here distinguished as *national* and *private banks.* The former derive their name simply from the fact that they issue bank notes secured by United States bonds deposited at Washington. They stand in no other relations with the government, except that the latter exercises a certain control over them by making an occasional examination of their financial condition through the agency of so-called bank examiners.

The *Bank Exchanges* of Chicago are very considerable. Although *New York* is naturally the leading money market, and *Boston* which controls the great deposits of many railroads, usually takes the second rank, yet of late the latter has frequently been left behind in the weekly bank clearances as is shown by the list below:

Clearing House Exchanges of the principal cities of the country for the week ending June 20, 1891.

New York	$586,405,746	Portland, Ore.	1,684,367
Boston	82,711,689	Salt Lake	1,354,624
Chicago	86,355,000	Washington	1,918,592
Philadelphia	60,800,859	Peoria	1,442,652
St. Louis	20,523,558	St. Joseph	1,452,868
San Francisco	16,327,865	New Haven	1,348,961
Baltimore	13,384,300	Springfield	1,213,888
New Orleans	6,844,197	Portland, Me.	1,027,294
Pittsburg	13,267,201	Rochester	1,317,132
Cincinnati	12,835,950	Worcester	1,444,886
Kansas City	7,068,431	Fort Worth	1,314,932
Louisville	8,086,535	Sioux City	869,596
Buffalo	7,303,649	Seattle	985,255
Galveston	3,301,340	Norfolk	912,925
Milwaukee	4,624,000	Tacoma	976,414
Minneapolis	4,958,760	Grand Rapids	843,134
Providence	5,094,200	Wilmington	813,319
Cleveland	5,108,336	Syracuse	921,422
Detroit	5,805,945	Los Angeles	646,100
Omaha	3,936,282	Wichita	494,632
Denver	4,754,409	Lowell	735,580

St. Paul	4,576,577	Birmingham	539,853
Indianapolis	3,080,276	Des Moines	929,207
Columbus	3,225,000	Chattanooga	571,000
Memphis	1,475,844	New Bedford	427,909
Dallas	1,473,437	Lexington	448,018
Duluth	1,977,272	Topeka	395,351
Hartford	1,701,328	Lincoln	508,020
Richmond	1,969,987	Nashville	2,246,790
Montreal	10,601,323	Halifax	1,278,982

Total.....$1,020,913,582
Outside New York.... 434,507,836

The cash balances of the fifteen national banks of Chicago, according to the statement of December 19, 1890, amounted to $38,512,832; loans, over $55,000,000; and deposits $70,227,913.

The largest bank is the *First National Bank*, with deposits amounting to $17,000,000, and a capital of $6,000,000. The next largest is the *National Bank of Illinois*, with $7,000,000 of deposits. These two banks carry on an extensive foreign exchange business; the former also exchanges foreign coin. The *Atlas National Bank* and the *Merchants' National Bank* are good banks of deposit. The following may also be recommended for the exchange of foreign coin:

Anton Boenert, 92 La Salle St; H. Claussenius & Co., 78 Fifth Avenue.

The following are **Safety Vaults** in which one can rent for five dollars a year, small safety deposit boxes for the safe keeping of money or papers: *Central Safety Deposit Vaults*, "The Rookery" Adams and La Salle Sts; *Commercial Safety Deposit Co.*, 88 Monroe St; *Fidelity Safe Deposit Co.*, 143 Randolph St.

A good place of safety for larger objects of value, such as valuable trunks, pictures, fine and also ordinary furniture; etc., is the magnificent and perfectly managed *Hiram Sibley Warehouse*, 2 to 18 North-Clark St., which contains a large number of fire-proof vaults.

The **Bathing Houses** are here all in private hands. The pressure of private interests has until quite recently diverted public attention from many public improvements whose convenience and necessity has long ago made them practical realities in other cities. But as in the matter of *art galleries*, so in that of *public baths*, there has in recent times grown up a lively and active interest among the population; and it is now only a question of time when they shall be erected. The report of the Commissioners of the Board of Public Works for the year 1889, gives a brief statement concerning the free public baths of other cities, as well as plans and and estimates for similar institutions in Chicago. The existing private baths, on the

other hand, have in recent years grown steady in importance. We mention below a few of those most worthy of recommendation:

Large Swimming Baths, (Natatoriums) *North-Side*, Clark and Elm Sts; *West Side*, 504 West Madison St.—*Turkish and Russian Baths*: Lynch, 50 to 54 Clark St., (Sherman House Baths); Palmer House Baths, State and Monroe Sts; *Plain Baths*: Hettich, Sherman House, opposite Court House, 237 Randolph St.

III.

The City.

1) Geographical, Topographical, Geological, and Meteorological Conditions of the City.

Chicago, the largest and most important city west of the Alleghanies, and the second city of the United States in population, is situated at the lower end of the western shore of Lake Michigan, and is divided into three parts called the West, North and South Sides, by the small Chicago river and its two branches, which fork like the letter T. All to the west or top of the T, is the West Side; all to the north or right of the T, is the North Side; while that part of the city to the south or left hand, is called the South Side, which comprises the business portion, extending about a mile south of the river, and residences south of this to the city limits and beyond.

The precise latitude of Chicago (City Hall) is 41 deg., 53 min., 6,2 sec. north, and longitude 87 deg., 36 min., 1.2 sec. west, being 961 miles west of New York, and 2,417 miles east of San Francisco. Its mean elevation is 591 ft. above the sea. When the city was first laid out, it was, as is described more fully elsewhere, low and muddy; but the grade has been raised, and it is now as dry and clean as the average northern city. The total territory now covered is 174 square miles, or 111,360 acres.

The geographical center of the present city of Chicago is located at the intersection of Ashland avenue and Thirty-ninth street. The distance between North Seventy-first street, being the northern city limits, and Hundred and thirty-ninth, being the southern city limits, is twenty-four miles. State street has the greatest extension north and south, running from North avenue to the southern city limits, a distance of eighteen miles. Running east and west Eighty-seventh street represents the greatest extension of the city limits, with 10.5 miles.

The *topographical changes* that Chicago has undergone since its first settlement can not now be determined, because official surveys were not made previous to 1821.

South of the former Fort Dearborn, at the approach to the Rush street bridge, the natural surface lies at a height of ten feet above the lake level; and the condition is exactly the same along the extension of Rush st. beyond the river, toward the north. These slight elevations sink, eastward and westward, and were formerly traversed by a series of deep water-courses, through which the surface water flowed westward into the river, and eastward into the lake.

The West Side lies higher, and the highest part of the city is the North-West Side, in the region of Humboldt Park.

The *shore-line* of the lake, however, has for centuries been undergoing changes. The shore deposits of the lake, which has long been steadily retiring (this fact is farther described in another place—the Highways of Commerce of the City), continually modify this line. Thus, the deposit on the lake shore, to the north, from Chicago avenue to the north bank of the Chicago river, from 1821 to 1880, alone amounted to ninety-eight acres.

In its *geological structure*, the surface of the area on which Chicago stands consists of black earth or lake sand. In the *Quaternary Period*, a dense forest and swamp covered the area of the present city of Chicago, to a distance of about twenty miles to the north. At that time the Mastodon dwelt here; and a skeleton of this animal was once found at a depth of about fifteen feet from the surface, in an excavation in the northwestern part of the city. Then there came a time in which the lake rose thirty feet and covered both forests and mastodons. When the water afterwards again retired, it left behind, in a frozen condition, a deposit, in some places seventy feet thick, of rock, clay, etc., which includes numerous layers of gravel.

The boring of a well in the stock yards brought to light the following deposits. *In the first seventy feet*, there were, successively, surface soil, lake deposits, Quaternary forest and soil, and clay; *the next 250 feet* was limestone, of which

the upper layers contained small cavities filled with petroleum. Indeed, the whole rock layer contained more or less petroleum, and its stone is easily recognized in some churches of the city by its peculiar but pretty spotted appearance. The *next 250 feet* included alternating layers of shale and limestone; and the *following 330 feet* was again limestone, a part of which, however, was highly ferruginous; then followed *a layer of 155 feet* of sandstone; and the *last seventy feet* consisted of exceedingly hard limestone.

The meteorological features of the year 1890 were the following:

The *mean temperature* was 48.8 deg., 0.7 deg. higher than that of 1889. The *highest temperature*, 96.0 deg., occurred August 2d; *lowest*, 5.0 deg. below zero, on January 22d, being a range of 101.0 deg. *Rain* or *snow* fell upon 136 days to the amount of 32.66 inches. During the preceding year 34.95 inches fell. The *greatest atmospheric pressure*, 30.74 inches, occurred on January 3d; the *least*, 29.29 inches, on January 12th, being a range of 1.45 inches. The mean was 30.048. The *mean relative humidity* was 74.8 per cent.

2) THE HIGHWAYS OF COMMERCE AND TRAVEL.

The Lake; the River; the Canal; the Bridges; the Tunnels; the Viaducts; the Streets; the Street Car System; the Drainage System.

The above subjects are here brought together in an article in connection with each other, as they played their parts in the development of the city.

Lake Michigan, the southwestern of the five Great Lakes of America, was the efficient cause of the rise of Chicago, and is in great part still the efficient cause of the city's importance. Fifty years ago, when the whole Northwest was little more than a wilderness, the lake was the only means of communication with the East. Since then, mighty states, the mightiest in the whole union, have arisen along the great shores of this incomparable water-way, and with their growth and the development of the far West Chicago has attained the rank of one of the greatest harbors in the world.

The great Canadian province of *Ontario* borders the northern shores of the whole group of Great Lakes. On the south, grouped in the most favorable way imaginable, the states of *Minnesota*, *Wisconsin*, *Illinois*, *Indiana*, *Michigan*, *Ohio*, *Pennsylvania* and *New York* form a gentle curve about the lakes—a common bond of union to which all of them largely owe their growth and prosperity. Connected with the chain of lakes is the natural highway, the *Chicago river;* the artificial highway, *the Illinois and Michigan Canal;* and the mightiest of all, the gigantic network of railroads.

The area on which Chicago now stands originally formed a part of an extensive marshy plain, overgrown with tall grass, luxurious swamp vegetation and occasional clumps of trees, through which the river, formed by a union of two branches, sluggishly crept along. Its banks connected with numerous sloughs, in the neighborhood of which there lived multitudes of wild birds.

Only in the Spring and Fall the sluggish water became somewhat active in its movement. Then the water flowed down from the low elevations of the region to the lower level of the river, which easily overflowed its banks, and with the swollen waters of the Des Plaines river, flooded the whole region. During these times a water-way was opened for canoes from Chicago to the Des Plaines river, ten miles away, and by way of the Illinois river it was possible to reach the Mississippi.

The watershed between the Des Plaines river and Lake Michigan is only eight feet high. The place where Chicago now stands was once a natural water-way, through which, many millenniums ago, the waters of Lake Michigan found their natural discharge. It is an observed fact that for several centuries the lake has been steadily retiring from its shores, and must once have been at least 30 feet higher than at present. The *rapids in the Illinois river* at Marseilles must thousands of years ago have stood in the same relation to the Great Lakes of the West as that now held by the bed of the *Detroit river* and the rock masses of *Niagara Falls*—that is, as natural barriers checking the outflow of the waters.

Geological speculation will have it, that in the thousands of years to come these barriers, too, will gradually crumble away and be washed out; that the surface of the lake will sink ever deeper; and that in the end Chicago will be reduced to the condition of an inland city. In the meantime, to speak in the figure of a German novel, "We need not fret about that time at present."

In those primeval times the Des Plaines river must have emptied into the lake. By the recession of the latter, a bar of sand was probably thrown across its mouth: the same process as observed in the history of Chicago river; thus deprived of its natural discharge and compelled to reverse its course, it found a new channel in the valley of the Illinois. This theory is supported by the great flood of 1849. In this year the swollen waters of the Des Plaines passed down the Chicago river and caused the great destruction of bridges and ships, which is described in detail in the History of the City.

The *first houses* of Chicago were built on piles driven into the earth, and high enough to protect the lower story against being flooded during heavy rainfalls, etc.; on account of this condition of the ground, cellars and basements were out of the question. The streets were in many places quagmires, and posts with the inscription "no bottom" marked the worst spots. Later, the principal streets were laid with planks, and under the burden of passing teams the mud spurted up through the cracks. Standing water filled the ditches by the road-sides, and its greenish surface revealed its stagnant condition. It is easy to see that these conditions favored the development of diseases. Malaria was common, and the so-called "Canal cholera" claimed many victims, the corpses of which, through fear of contagion, were not buried at all, but simply unloaded by the Bridgeport road and left there to their fate in the scorching sun.

The sand bar closing up the mouth of the Chicago river has already been mentioned. Drifting with the lake currents, the sand accumulated directly across the mouth of the river. This bank, shutting off the river entirely on the north, changed its direction from its present mouth toward the

south, finally opening into the lake, opposite the present Madison st. This mouth was in turn barred up, and at low water there was no outflow whatever. At the same time the river itself had a considerable depth, reaching 15 feet in some places. These obstructions made it necessary for ships to anchor outside the sand-bar and unload as quickly as possible, to avoid being overtaken by a storm. As early as 1805 the local Indian agent urged upon the government the necessity of removing this obstacle. In the course of years, numerous other remonstrances were made, but without avail in inducing the government to act. The absence of any harbor on the long southern coast of Lake Michigan south of the Manitou Islands, made the construction of one an imperative necessity, as well for commerce as for a refuge for ships in stormy weather. At last, on the 2d of March, 1833, Congress appropriated $25,000 for this purpose, and in June of the same year the work was begun.

It was determined to abandon entirely the river-mouth at Madison st., and to make a new opening directly eastward, by cutting through the sand-bar. First of all, piers were built north and south of the present mouth, to prevent its being choked up again by the drift-sands of the lake. Then the sand-bar was dredged away, and in the spring of 1834, the work was furthered by the high water of the river, which tore away the rest of the bank. It was soon seen, however, that the lake could not be easily resisted. New bars were continually formed farther out, that had to be opposed again by new dikes. Thus the struggle between man and the ever active element went on, until, in 1844, $247,000 had been expended without securing a definite result. A proposition in Congress, in 1846, for a new appropriation, was vetoed by President Polk in spite of the strong support of the famous Daniel Webster. The whole Northwest was aroused; the nation became interested in the undertaking; and the *great River and Harbor Convention* in Chicago, on the 5th of July, 1847, was the result. This gathering, consisting of delegates sent from all parts of the land, called attention to the national importance of harbors. It emphatically condemned

the partisan intrigues that opposed these improvements; called attention to the liberality of Congress toward the older states; and demanded similar treatment for the younger states of the West. The *Illinois and Michigan Canal*, whose fate is fully described in the historical part of this book, was well under way, and its inseparable connection with the Chicago Harbor was evident enough. What would the canal be if it had no outlet into the lakes?

The convention, in which 20,000 people took part, was wholly free from political influences, and lasted three days. Its resolutions were forwarded to Congress, but remained without effect until 1852. Then a small appropriation was made. But it was only from 1866 on that Congress agreed to larger and repeated appropriations for the improvement of the harbor.

After 1854, the city itself began to take a part in the completion of the harbor. Besides, the river was dredged out to a depth of fourteen feet. In 1869, the Chicago Canal and Dock Company began to build the docks on the north pier. In 1871, the government took in hand the proposed outer harbor between River and 12th sts., which was to cost $2,000,000, and which now furnishes ships an easily accessible refuge in stormy weather.

The harbor has at present about seven miles of *piers* and seven *light-houses* maintained by the government.

Hand in hand with these improvements go the dredgings of the river, continued through many years; the widening of the river in various places and the straightening of its course; as well as the building of *wharves*, which to-day have a length of fifteen miles.

In closest connection with the river stands the *Illinois and Michigan Canal*, which played a large role in the childhood of Chicago, although the remarkable development of railroads and lake navigation later crowded it into the background. The canal, which, after many delays, was completed in 1848, ran from Bridgeport (where it divided, one branch opening into the south arm of the river and the other into the river itself) over a distance of 96 miles, and there opened

Jackson Street, looking east from La Salle.

into the Illinois river. It was originally 36 feet wide at the bottom and 60 feet wide at the surface, and six feet deep. Its construction cost $1\frac{3}{4}$ million dollars.

The canal, however, soon proved inadequate in size. According to the original plan, it would have been deep enough below the lake level to make it possible for canal boats to use it in passing from the lake to the Mississippi, by way of the Illinois river. But the crippled financial condition of the state only allowed the construction of a canal of less depth, and so it was necessary to bring the water for the canal from the Calumet river, 17 miles away. At low water in the Calumet, this, too, proved insufficient, and a pumping machine was set up, which pumped water out of the south arm of the river into the canal. The porous bottom of the canal-bed and other circumstances still further injured its usefulness. Much more favorable were the indirect results of the construction of the canal. The land lying along the course of the latter increased exceedingly in value; a large amount of money came into circulation; and this in turn brought about a large increase in business activity. In 1862, the matter of deepening the canal was brought up in Congress. The proposition that the government assist in the building of the canal fell through, as the House and Senate could not agree.

Meanwhile the city had grown from 20,023 inhabitants in 1848, to 178,492 in 1865. The sewage of the city, which emptied into the river, of course kept pace with the increase of population (The sewer system in 1890 had a length of 3,770,014 feet, costing $7,511,175.86); especially since the wastes from the growing manufactories kept steadily increasing. This changed the river into an abominable condition. It was a deep-black, stagnant body of water, on the surface of which floated all sorts of glistening oily substances. Fishes had long ago disappeared from the river, and the stench, which especially in summer time was almost unbearable, was as horrible as it was dangerous to health. The only means of mitigating this evil lay in deepening the canal, in order to bring about a flow from the latter and the Chicago river into the Illinois river.

In 1865, the city began the deepening of the canal, and in July, 1871, it was completed. By this means a depth of six feet of water in the canal was assured, even during the lowest water. Thus the Chicago river became an arm of the lake, through which the lake water flowed and transformed its condition.

But the flow soon proved entirely insufficient and increased the nuisance in the Desplaines and Illinois valleys, while affording but scant relief to Chicago.

The North Branch especially became very offensive by continual stagnancy; and to circulate its waters the Fullerton Avenue Conduit and Pumping Works were built, and threw water from the North Branch into the lake during the period from 1876 to 1885. The source of the water supply was then thought to be protected from pollution through the Fullerton Avenue outlet, having been removed to a distance of two (2) miles from shore, and the canal had more than enough to do to take care of the Main River and South Branch.

In the meantime the State, by a joint resolution of the Legislature of 1881, required the City of Chicago to erect pumping works at Bridgeport, of a capacity of 60,000 cubic feet per minute, for the purpose of pumping the contents of the Chicago River into the canal, and increasing the flow in the latter.

And when this plant, which began operations in the spring of 1884, had attained its full efficiency in the fall of 1885, the machinery at Fullerton Avenue was reversed, and it now pumps fresh water from the lake into the North Branch, thus diluting the contents of the latter, and furnishing the head needed for a flow toward the Bridgeport pumps.

Under ordinary conditions the action of the Bridgeport pumps, which throw on the average 40,000 cubic feet per minute, causes a perceptible current away from the lake in the principal branches of the river, and keeps them in tolerable condition, as then fresh lake water is mingling continuously with the polluted water at the river mouth and at Fullerton Avenue. The current toward the pumps, however, is often neutralized by the effect on the river of the fluctuations of the lake level, which are at times very large and rapid.

The South Fork with its two arms, the Stock Yards Slip, and the reach crossing Ashland Avenue, is not benefited by the pumps to any extent, because fresh sewage only takes the place of what old sewage is contributed by this portion of the river to the Bridgeport pumps. As a consequence, the condition of the South Fork and its arms is ex-

tremely bad, although it has not yet been shown to affect the health of the residents of the vicinity very much.

Thus it is seen that in dry weather the present conditions and arrangements work in unison, and with some degree of efficiency, towards the accomplishment of both these purposes: the protection of the water supply and the abatement of the river nuisance.

It is in times of high water, however, that the present conditions serve the latter purpose to excess while entirely defeating the former one.

The western continuation of the West Fork, the Ogden-Wentworth Ditch, is in touch with the Desplaines River through the Ogden Dam at the point where the river runs close to an extremely low divide; the eastern extremity of the West Fork joins the South Branch in close proximity to the head of the Illinois and Michigan Canal and the Bridgeport pumps. The volume of the flow of the Desplaines River, taken near the Ogden Dam, ranges from practically nothing in dry weather, with the flow line less than eight feet above the lowest lake level or city datum, to more than 600,000 cubic feet per minute during the floods, with flow line more than fifteen feet above the city datum, or more than three feet above the crest of the Ogden Dam. This flood volume exceeds the normal capacity proposed for the final main drainage outlet and ship canal, and is equal to more than ten times the utmost capacity of the Bridgeport pumps.

Out of this total there escaped, in the instance of the spring flood of 1887, into the West Fork by way of the Ogden Dam a portion amounting to 420,000 cubic feet per minute, or seven times the utmost capacity of the Bridgeport pumps. Such volumes of Desplaines water arrive in front of the pumps under high velocities and intercept and push back the flow of the South Branch. Therefore the pumps are stopped on such occasions, when they would only pump the Desplaines overflow into the canal which is itself severely taxed by its own storm waters.

When from any cause too much of the middle stage of the Desplaines river comes through the Ogden Dam, a milder form of the flood conditions obtain, and the Bridgeport pumps draw partly Desplaines water, to the injury of the sanitary condition of the South Branch.

The flood waters of the Desplaines and West Fork turn the current of the South Branch towards the lake, and after having received an addition of 20 or 30 per cent. from the North Branch debouch into the lake, bearing with them large amounts of live sewage and of sediment, and leaving the river behind comparatively pure.

The mass does not readily mingle with the waters of the lake, but seems to adhere to the river mouth in an immense elastic body capable of being stretched out for long distances by the wind and the lake currents created by it. If these chance to be in a direction from the river mouth toward the water works crib two miles from shore, there is constant danger of a pollution of the water supply, and such pollution has actually taken place several times.

This state of affairs lasts until diffusion, aeration, oxidation and the Bridgeport pumps have removed or destroyed the impurities in the lake water.

Another very bad effect of a flood in the river is this, that the outfalls of the low grade combined sewers are choked off, and the sewer contents backed up, flooding and damaging the lower portions of houses and sending sewer gas through the plumbing into the rooms.

No wonder, then, that public opinion strongly demanded better provisions to dispose of the sewage and to protect the water supply.

As a result of the pressure of public opinion, the city council finally determined to make arrangements for keeping the flood waters of the Des Plaines river and the north arm of the Chicago river out of the Chicago river itself, and to provide an outflow for the latter to the Illinois river by digging a large canal with sufficient fall. This new canal should at the same time serve as a water-way for large ships; and the cost of its construction was estimated at $25,000,000. The approval of the project by the legislature on behalf of the state of Illinois was secured only with great effort, and successfully defended against later legal attacks. However, although the commissioners and engineers for the construction of the canal were named long ago, and plans and estimates have since then been made, the opinion has at last been reached that the undertaking will require far more than the $25,000,000 that have been allowed for it; and now, in view of the fact that a great ship-canal must become of national importance, the effort is being made to secure the help of the state of Illinois or of the United States.

The *Streets of the City* are closely related to the *drainage system*, since in many parts of the city streets were made possible only by the drainage of the soil. The first roads built were the so-called "*Plank Roads*," which ex-

tended 15 or 20 miles out into the country. In 1850, several of these roads were in existence—the *Southwestern Plank Road*, the *Northwestern*, the *Western* and the *Southern*—about 70 miles in all. The side streets, however, were still more or less in their natural condition, and the side-walks built by private enterprise were of the most primitive sort. With the introduction of sewers it became necessary to raise the streets. In 1855 the *height of the streets* was fixed at 8.62 feet above the river level, and later at 14 feet, the present height. In the West Side, which lay higher, the streets were raised only about three feet. Thus, of course, the houses that had already been built were left below the level of the street, and in many cases the entrance to the houses was raised from the ground floor to the next story above it. The above mentioned second elevation of the streets again left the houses built on a level with the first elevation, some five feet below the new street-level; and as a result it was necessary to climb up and down in passing along the side-walks from one house to another. This made traveling on the walks very difficult. The great fire, however, destroyed most of these side-walks, together with the houses; and even in the unburnt parts of the city they have entirely disappeared. In that period of architectural transition of which we are now speaking, the *system of raising buildings* on screws and adding a sub-structure was extensively developed, and would have been a surprising sight to Europeans. Thus in May, 1855, the massive five-story Tremont Hotel (a brick structure, 80x100 feet) was screwed up seven feet. Another proceeding, associated with this, is the practice of *moving whole buildings*, often over long distances, on rollers by horse-power. Although most of these are wooden buildings, yet one can even now sometimes see moving through the streets, stone structures of considerable size, in which the inmates continue to live in their ordinary way.

The *Pavement of the Streets* of the city is now mostly laid in cedar blocks of about six inches section, in their natural cylindrical form, which are set together on a carefully prepared macadam foundation. The cavities between the

blocks are filled up with gravel, and the whole is covered with tar. This wood-pavement has proven less noisy and easier for horses and teams than any other; only it is very difficult to provide an enduring pavement in the center of the city for the great amount of traffic, and especially the heavy freight wagons.

The new pavement of *granite blocks*, although laid in the best manner upon a permanent foundation, yields readily to the constant wear from heavy traffic, which gives to the pavement an uneven and slippery surface, leaving very slight and uncertain footing for heavily laden teams, and causing many serious and fatal accidents to valuable horses.

It is apparent, however, that for the better class of residence streets, the *sheet asphalt pavement* is growing in favor, owing largely to the perfection reached in the preparation of the material in adapting it to the extremes of climate, giving a smooth and cleanly surface, shutting out all foul and poisonous gases, and leaving the street in a perfect sanitary condition.

Street-Cleaning, on account of the growth of the city and the gingerly appropriations, has proven a difficult problem to solve. In the mean time, great efforts are being made to make this department of public service more effective.

The *Side-Walks* were formerly entirely of wood. On account of the elevation of the street levels, they lie, in many parts of the city, high above the real level of the ground. Large stone flags, however, come more and more into use; and the great business streets and the better class of residence streets are now provided with such walks.

Another well developed means of communication here are the *Draw-Bridges*. These are said to be more numerous in Chicago than in any other city. Here they have undergone all phases of development.

In the early days of Chicago *boats* were the only means of communication for the meagre intercourse across the river. In 1829 a *ferry*, which also transported teams and cattle, was set in operation at the fork of the river. In 1830, the first bridge for foot passengers was built of unhewn tree trunks,

at the site of the present Kinzie st. bridge. In 1832, a new and somewhat better bridge was built near the present Randolph st., at a cost of $486.00, the expense of which was defrayed by the citizens and Indians jointly. But at the end of only three years, it was in a condition so dangerous to life that its removal was ordered. The first draw-bridge over the river was built in 1834; it spanned the river at Dearborn st., was 300 feet long, and consisted of two halves that were drawn up towards the banks.

In 1840, a kind of pontoon bridge was built at Clark st. To open the bridge, one of the floating pontoons was drawn aside by means of a chain and windlass. In 1848, there were bridges at Wells, Randolph, Kinzie and Clark sts. In 1849, all these bridges were destroyed by the great flood of that year, of which the historical part of this book gives the particulars.

In 1856, the first iron bridge was built across the river at Rush st.; this was, at the same time, the first iron bridge in the West. The bridges increased steadily in number with the growth of the city, and although twelve of them were destroyed in the great fire, they were soon replaced by new and better bridges.

Some of the most recently built are magnificent *double bridges*, entirely of iron, and more adequate to the ever increasing traffic. Of these, the new bridges especially, at *Lake*, *Clark* and *Adams* streets, each costing about $140,000, are worth seeing. At present there are in all 45 bridges, the most of which are of iron or iron and wood, and two entirely of wood.

Since the *Street Railway Traffic* has found an outlet through the tunnels, and the new bridges on the principal streets are operated more rapidly, by steam power, this means of communication has lost much of the unpopularity attached to it in former years, when the humor or laziness of the bridge tenders frequently arrested travel between the various parts of the city for a quarter of an hour or more.

The *River Tunnels*, of which there are two—one at Washington and the other at La Salle st.—were built a number of

Central Music Hall, cor. State and Randolph Streets.

years ago, to provide a means of unhindered intercourse between the different parts of the city. They have, however, never come into general use—the more so since the much easier and rapid handling of the bridges by steam power has greatly reduced the interruption of travel caused by opening them. The wagon road of the tunnels has become so dangerous, through the rapidly moving cable cars, that the wagon travel has almost entirely ceased. Footmen should cautiously avoid the passage. The foot-way of the La Salle st. tunnel, however, is well lighted and fairly patronized. The entrance is on the south side of La Salle st., between Lake and South Water streets. This tunnel was built at a cost of $570,000. A new tunnel, between Jackson and Van Buren streets, to connect the South and West Sides for the projected Blue Island avenue cable cars, is in process of construction and promises to be finished by 1892.

The *System of Street Railways* consists of cars moved by cables, horses or electricity. By far the largest part of the city travel is controlled by the cable cars, the systems of which are becoming more and more extended. Following are some figures to indicate the traffic of the street railways for 1890:

South Side System—passengers, 68,734,969; receipts, $3,500,000. *North Side System*—passengers, 40,000,000; receipts, $2,000,000. *West Side System*—passengers. 75,000,000; receipts, $3,665,000.

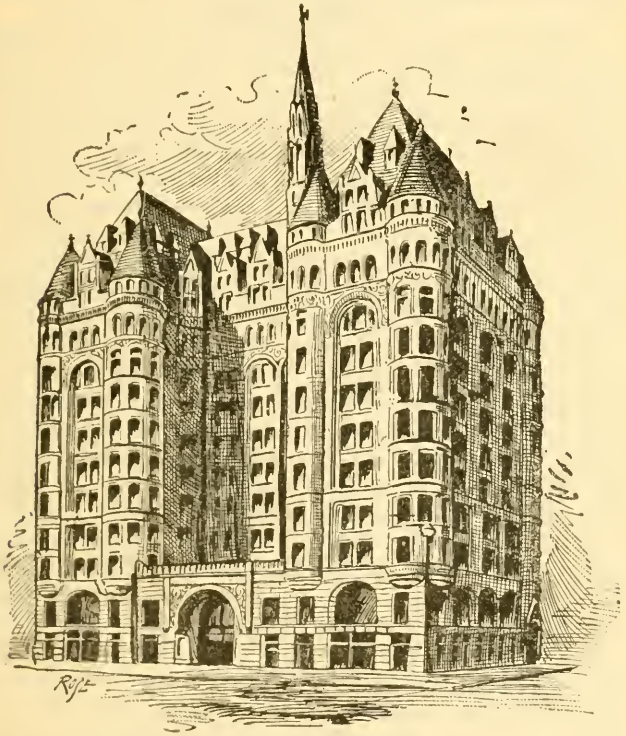
Most of the street railways radiate outward from the business center. With the enormous enlargement of the city, numerous so-called Cross Town lines have been introduced, which cross the city in all directions without entering the business center. Worthy of inspection are the great *machine-houses of the cable cars: on the North Side*, cor. La Salle and Illinois sts.; and North Clark st., near Elm; *West Side*, cor. Washington and Jefferson sts., and cor. Milwaukee ave. and Cleaver st.

The uniform fare is five cents.

The great railway traffic has led to the construction of numerous *Viaducts*, of which there are now thirty-five. The

most remarkable of these is the viaduct at Twelfth st., which stretches half a mile, from Wabash avenue to the river.

As much as the capacity of the city's means of transportation—street-railways and railroads—have been extended in recent years, they are in no way equal to the enormous increase of city travel. Although the two *Elevated Railroads*



Temperance Temple, cor. La Salle and Monroe streets.

now in process of construction will furnish some relief, the already enormous suburban travel is so constantly and rapidly increasing, that permanent relief is to be expected only from the construction of a number of elevated railroads. The condition of the street-cars, which are crowded to suffocation

during the morning and evening hours; the large number of passengers obliged to stand, sometimes for hours, while riding; the many passengers standing on the foot-boards or hanging on to the cars, in some way struggling for a ride at any cost—prove that the city's means of transportation are entirely insufficient.

3) POPULATION.

The *total population* of Chicago, according to the *school census* of May, 1890, was 1,208,699. Of this number, 859,247 were persons over 14 years of age. Subtracting from these, 250,000 as belonging to households proper, and estimating the numerous servants at 100,000, we have to account for over 500,000 grown people. From this number must first be subtracted a large number, mostly immigrants of all nationalities, who have attained a modest prosperity—who have reached a certain (rarely high old) age and who live on their frequently insignificant, but sufficient, income. Their number, consisting of *Italians*, *Bohemians*, *Irish*, *Poles*, and also *Scandinavians*, is very large. *Americans*, *English* and *Germans*, as a rule, follow their vocations longer. Industry and economy make it possible here for nearly every one to secure at least a modest competence, and hence the number of really old people in the factories and the trades is small, This class of the population is estimated at about 100,000; the remaining 400,000 are active in the various walks of life.

This population may be again divided according to its distribution, as follows: The 3d, 4th, 25th, and 32d wards are the most distinctive residence quarters of the city. Here are the residences of the wealthy classes; very few factories, few stores, hotels, boarding houses, etc; and the population consists principally of natives. These wards show an excess of females in the population, which is mostly explained by the large number of domestics in these well-to-do districts. *Twenty-two other wards* (5, 6, 8, 9, 10–16, 19–22, 26–31, 34), on the other hand, show a population of 237,091 males and 210,333 females over 21 years old, with 165,808 households. Here are centered the great manufacturing, shipping and railway interests and the population connected with them; they are

the districts occupied by the middle and laboring classes, and show the largest number of families.

Then come the so-called "*Boarding House Wards*" (1, 2, 33, 23, 24, 7, 17, 18). These contain the great hotels, restaurants, theaters, etc., and the largest number of boarding houses, "furnished rooms"-establishments, etc.

More than three-fourths of the population of Chicago are foreigners or of foreign descent. The various nationalities are grouped in different sections, and so the city gains a decidedly cosmopolitan character, which has become much more marked in recent years. The new and important enterprises that are constantly springing into life naturally attract large numbers of immigrants, who, in so far as they are *skillful* and *persevering* workmen, are measurably successful here.

The *Nationalities* of the city divide about as follows, according to the school census of 1884. This census, however, has been found incorrect, as each nationality made their children follow in line with parents, though many of the children were born in Chicago. The U. S. census of 1890, when published, may be expected to give more reliable figures.

Americans (of which 14,490 are colored persons), 290,000; *Germans*, 385,000; *Irish*, 215,000; *Bohemians*, 55,000; *Swedes*, 45,000; *Norwegians*, 45,000; *Englishmen*, 35,000; *Frenchmen*, 13,000; *Scotchmen*, 12,000; *Russians*, 10,000; *Danes*, 10,000; *Italians*, 10,000; *Hollanders*, 5,000; *Hungarians*, 5,000; *Canadians*, 7,000; *Roumanians*, 4,500; *Welsh*, 3,000; *Swiss*, 2,800; *Greeks*, 700; *Belgians*, 700; *Spaniards*, 300; *Chinese*, 1,200; etc.

We refer to the tables appended at end of this book for figures of the statistics of population and occupations.

IV.

How to See Chicago.

A CURSORY GLANCE AT THE CITY.—THE STREETS.

The varied character of the industries, the cosmopolitan character of the population, the large labor population as well as the enlargement of the city are gradually leading to an ever more specialized grouping of the various kinds of business in certain streets, of the nationalities in certain quarters, and of the population, according to means, in certain districts.

The city as a whole, is divided somewhat as follows:

1) **THE BUSINESS CENTER:** or the district bound on the east by the Lake, on the north and west by the river, and on the south by Van Buren street. In the northwestern part of this district is the *Court House*, from which nearly all the distances mentioned in this book are reckoned. The district also includes the prominent theatres. This section is the heart of the city. Within it the business interests are distributed in such a way that the *retail business* occupies the *eastern*, the *wholesale business* the *western part* of it; and southward, toward Van Buren street, are found the *Banking*, *Real Estate* and *Board of Trade* interests.

The **Retail Trade** is most important in *State street*, which runs from north to south. Here is the fine trade, the great stores, the concourse of the fashionable world. *Wabash avenue* one block to the east of and parallel with State street possesses a similar character. Another, somewhat less elegant retail street is *Clark street*, two blocks west of and parallel with State street. To these is to be added *Madison street*, a great business street running from east to west; and *Randolph street*, two blocks north of Madison street. Moreover, the streets running parallel with those mentioned, contain a large retail trade.

The **Wholesale Business** begins on *South Water street*, running parallel with the river, with a very important produce trade; then follow *Lake street*, with Leather, Glass, and Crockery establishments; *Randolph street*, retail trade; *Washington street*, real estate dealers, and the great dailies; *Madison street*, retail; *Monroe street*, banks, paper and stationary trade; *Adams street*, post-office and great cor-

porations; *Jackson street*, the exchanges; and very near by are the principal railroad depots.

Then, running from north to south, the following streets require mention: the first street east, toward the lake, *Michigan avenue*, hotels; two blocks farther west, *Dearborn street*, finance, and agencies of various interests, the tailors of the fashionable world, the large printing establishments, etc.; two blocks farther west, *La Salle street*, steam ship agencies, banks, insurance companies and the exchange business; another block west, *Fifth avenue*, the newspapers, and great dry-goods establishments; then *Franklin* and *Market streets*, the great clothing manufactories, the cloth trade, shoe factories, etc.

The principal business streets in the center of the city are, from north to south: *Fifth ave.*, *La Salle st.*, *Clark*, *Dearborn*, *State sts*,, and *Wabash ave.*; from east to west: *Lake*, *Randolph*, *Washington*, *Madison*, *Monroe*, *Adams* and *Jackson sts.* *Blue Island ave.*, running diagonally connects the center with the Southwest Side; and *Milwaukee ave.* does the same for the Northwest Side. To one side of the center runs *Halsted street*, connecting the North and West Sides. The principal connecting streets between the North and Northwest Sides are *Chicago ave.*, *Division st.*, and *North ave.*

2) **THE MANUFACTURING CENTER.** Although the manufactories are scattered all over the city, yet the greatest number is found on the West Side.

A part of *Canal st.*, and especially *Clinton st.*, both parallel with the river, and a great part of the whole southwestern section of the city are devoted to manufacturing interests; and also contain the homes of the laboring population connected with those interests. Here the *Bohemian* element, especially, is found, besides *Irish*, *French*, *Germans*, etc.

3) **THE SHIPPING BUSINESS.** This is distributed along the river, its branches, and the canal, and is especially important in the so-called lumber district, near Blue Island ave. and 22d st.

4) **The LIVE STOCK and MEAT TRADE.** This is the trade in live stock and dressed meats and products prepared for export. This is concentrated at the Union Stock Yards, south of 39th street, and is one of the most important factors of the city's commercial life; the immense yards and slaughter and packing houses, and the laboring population connected with them, form a city by themselves.

5) **RESIDENCES.** These are distributed all over the city, but are entirely excluded from the business center. Many sections, as

for example the northern part of Wabash ave., and some streets on the North Side, near the river, have gradually lost their character as residence streets under the growing requirements of room for business purposes. On the other hand, the regions to the *north* and *south along the lake shore*, will probably retain for all time, on account of their incomparable situation, the character of leading residence districts. The inhabitants there are principally Americans.

The *southern part* of the city, *south of 16th street*, with *Michigan avenue* as the principal thoroughfare, and with the streets running parallel with it toward the lake, to and beyond the South Side park system, is the *finest residence portion* of the city. *State street*, south of Polk st., contains a large negro population; and *Clark street* from Van Buren st. to Twelfth st. viaduct, harbors large numbers of *Negroes*, *Chinamen*, *Italians*, *Greeks*, etc. In the West, *Ashland ave.* and the streets running parallel and at right angles with it constitute the fashionable quarter, as also the vicinity of the large parks: Douglas, Garfield, and Humboldt parks. The large district that extends about two miles *west from the river* between *W. Lake* and *W. Madison sts.* was formerly almost exclusively occupied by residences; and is now in a transition process which in another decade will stamp upon it a completely changed character. West Lake st., west of Halsted st., still furnishes the type of dwelling houses in vogue here 25 and 35 years ago.

The district between W. Lake and W. Jackson sts., and especially toward the parks, is principally occupied by American residents. The *Northwest Side*, with *Milwaukee ave.* as principal street is mostly occupied by *Poles*, *Norwegians*, *Danes* and *Germans*..

The *North Side*, a section of the city, that was almost entirely re-built after the great fire contains, in the angle between the main river and its north branch, as far north as Chicago avenue, a largely *Irish* population and many manufactories; on *Chicago avenue* and the neighboring streets, mostly *Swedes;* and scattered all over the North Side, a *German* population.

All these statements are of a very general character, as most of the different nationalities occupy several sections, and definite boundaries cannot be drawn.

Around these various sections, and including about two-thirds of the population, runs the great system of parks and boulevards, which has been described elsewhere. Beyond the parks and boulevards lie the numerous suburbs, the most noteworthy of which have

State Street, looking South from Monroe Street.

been described in another place, while a table appended to this book gives them all, with items relating to them.

STREETS. The city of Chicago has now 2,047 miles of streets, and 59 miles of drives. The streets run *due north* and *south* or *east* and *west*, with two or three avenues running *diagonally* in each section of the city, being the old thoroughfares from the country over which the farmers brought their vegetables and poultry to market before the days of the railroad. The streets *east* and *west*, *south of* and *parallel to the main river*, are named after the presidents of the United States in chronological order for a mile. South of this they are designated numerically, commencing with Twelfth street.

STREET NUMBERS. The river, and Randolph and Lake sts. west of it, form the *dividing line for the numbers* of the streets running north and south, from which they are numbered, with the prefixes *north* and *south*. Some streets on the North Side instead of the prefix north change 'street' to 'avenue', thus Dearborn street is south of the river, while Dearborn avenue is the same street north of the dividing line. *Below Twelfth st.* the houses are numbered by allotting one hundred numbers to each block, each block commencing on a new hundred—thus 2908 Calumet ave. will be found four doors south of 29th street.

The streets running from *east* to *west commence to number at the lake*, but *beyond the river* they require the prefix *west* and commence to number again at the river, west. As the blocks are *rectangular* and coincide with the points of the compass, strangers easily find their way about Chicago and feel at home at once.

ALPHABETICAL LIST OF OBJECTS OF INTEREST IN THE CITY.

Alhambra Theatre 1908 State st.
Aushe Maarab Temple, 3301 Indiana ave,
**Art Institute*, 198 Michigan ave.
Athletic Club Building, 130 Michigan ave.
**Auditorium Hotel*, 215 Michigan ave.
* " *Theatre*, Congress st. & Michigan ave.
* " *Tower*, Congress st. & Michigan ave.
**Board of Trade*, 158 Jackson st.
Calumet Club, 20th st. & Michigan ave.
Central Music Hall, 65 State st.
**Chamber of Commerce Bldg.*, 140 Washington st.
**Chicago Historical Society*, 142 Dearborn Ave.
" *Theological Seminary*, 79 Ashland ave.
**Church of the Epiphany*, 180 Ashland ave.
" *of the Messiah*, 23rd st. & Michigan ave.
**City Hall*, cor. Washington & LaSalle st.
**Cold Storage Exchange*, 5 W. Lake st.
College of Physicians and Surgeons, 813 W. Harrison st.
Columbia Theatre, 106 Monroe st.
**Cook County Hospital*, 810 W. Harrison st.
**Court House*, cor. Washington & Clark st.
**Douglas Monument*, foot of 35th st.
**Douglas Park*, 12th st. & California ave.
**Drexel Boulevard*, from 3900 Cottage Grove ave. South.
**Drexel Fountain*, 51st st. & Drexel Boulevard.
Eden Museum, 227 Wabash ave.
**Electric Fountain*, Lincoln Park.
Elevators, River near the Lake.
First Baptist Church, 3101 South Park ave.
Forest Home Cem., W. Madison st. & Desplaines River.
Fourth Baptist Church, 173 Ashland ave.

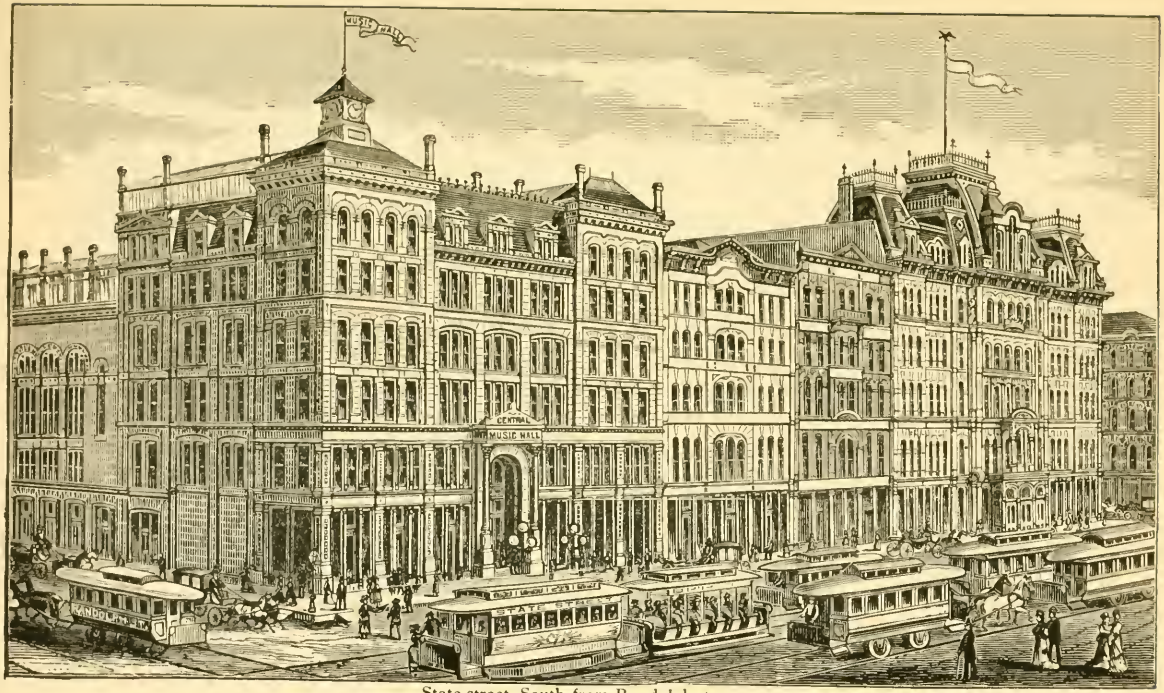
**Garfield Park*, W. Madison st. & Hamlin ave.
**Germania Hall*, 647 N. Clark st.
**Grace Church*, 1445 Wabash ave.
**Graceland Cemetery*, N. Clark st. & Graceland ave.
**Grand Boulevard*, from 185-39th st., South.
**Grand Central Depot*, Fifth ave., cor. Harrison st.
Grand Pacific Hotel, 234 Clark st.
Grant Monument, Lincoln Park.
Haymarket Monument, W. Randolph, cor. Desplaines st.
**Herald Building*, 162 Washington st.
**Holy Name Church*, 181 N. State st.
**Humboldt Park*, W. North ave. & California ave.
Insurance Exchange, 212 LaSalle st.
**Inter Ocean Building*, cor. Madison & Dearborn st.
**Jackson Park*, 56th st. & Lake Shore.
**Lake Shore Drive*, North from foot of Oak st.
**Lake Side Sanitarium*, Lincoln Park.
**Lake St. Elevated R. R.*, W. Lake st.
**La Salle Monument*, Lincoln Park.
**Libby Prison War Museum*, 1451 Wabash ave.
**Lincoln Monument*, Lincoln Park.
* " *Park*, North ave. & North Clark st.
**Linné Monument*, Lincoln Park.
Lumber District, Blue Island ave. & 22nd st.
Manhattan Building, 301 Dearborn st.
Marine Hospital, N. Halsted, cor. Graceland ave.
**Marshall Field & Co's Retail*, 95 State st.
* *do.* *do.* *Wholesale*, Adams st. & 5th ave.
**McVicker's Theatre*, 82 Madison St.
**Michigan Ave.*, South of Rush st. bridge.
Newberry Library, N. State, cor. Oak st.
Oakwoods Cemetery, 67th st. & Cottage Grove ave.
Owings Building, 213 Dearborn st.
**Ottowa Indians Monument*, Lincoln Park.
**Palmer House*, 171 State st.
**Panorama Gettysburg*, 401 Wabash ave.
* " *Jerusalem*, 406 Wabash ave.
* " *Niagara Falls*, 406 Wabash ave.

**Phenix Building*, 130 Jackson st.
Post Office Building, 100 Adams st.
**Prairie Ave.*, South from 18th st.
**Public Library*, City Hall.
**Pullmann Building*, 2—6 Adams st.
**Rialto Building*, 135 Van Buren st.
**Rookery*, 217 LaSalle st.
**Rosehill Cemetery*, North Western R. R.
Rush Medical College, 777 W. Harrison st.
**Schiller Monument*, Lincoln Park.
**Second Presbyterian Church*, 20th st. & Michigan ave,
Sherman House, 66 Clark st.
**Staatszeitung Building*, 95 Fifth ave.
**St. James Church*, Cass & Huron st.
St. Michael's Church, 39 Eugenie st.
**St. Paul's Universalist Church*, 3004 Prairie ave.
Studebaker Building, 204 Michigan ave.
**Tacoma Building*, 135 LaSalle st.
**Times Building*, cor. Washington st. & 5th ave.
**Tremont House*, 35 Dearborn st.
**Tribune Building*, cor. Madison & Dearborn st.
**Tunnel*, foot of LaSalle st.
**Union Stock Yards*, 39th & Halsted st.
**Washington Park*, 51st st. & Cottage Grove ave.
**Waterworks*, foot of Chicago ave.

Street Scenes.

A STROLL THROUGH STATE AND CLARK STS.

Entering State street at the bridge one finds his path strewn, if not with roses, at least with something more palatable. Heaps of luscious bananas and oranges lie around in great confusion and one has to be careful in picking his steps through the tempting display. The corner of South Water street is given over to the fruit trade, while in either direction on that street are ranged the great bulk of the wholesale provision dealers of the city. A confused mass of boxes and barrels occupy the walk, with only a narrow path left for pedestrians, through which people good naturedly struggle in either direction. The marketmen are busy attending to the wants of their customers whose wagons block up the street as far as the eye can reach, in an apparently inextricable mass. As we pick our way south we notice that the grocery and fruit trade has spread along State street well toward Lake. One corner of that street we find occupied by a large crockery and lamp house while diagonally opposite is the largest fish and oyster establishment in the West. Here displayed in a very effective manner, we behold a tempting assortment of fishes, both large and small, fresh water fishes and salt water fishes, lobsters, crabs, scallops and oysters, in fact every known inhabitant of the deep, which is pleasing to the palate of man, at some time of the year is to be found here. Few can resist the temptation to stop and examine the interesting exhibit, so pleasingly is it arranged. As we reach Randolph street we notice a crowd idly looking on at the workmen busy on the structure of the *New Masonic Temple* which, when completed, will be one of the landmarks



State street, South from Randolph st.

of the city; *Central Music Hall* on the south east corner of Randolph street, is a fine example of Chicago's Architecture of ten years ago. The apartments of this building are given over to music teachers, doctors, and dentists. In fact this entire neighborhood may be termed the "Medical Headquarter," for on the opposite corners of State and Randolph streets, we find two large buildings almost entirely occupied by the medical profession. It is safe to say that nowhere else in the world within so small a radius, can as many physicians be found. Many of these are of the most eminent in the profession. On the west side of State street, at the corner of Randolph, our attention is drawn to the glittering jewelry display of Shourds & Kasper, and the crowd of eager admirers before it. A little south of it, is one of the most expensively fitted up confectionery stores in this city. The entire front, composed of large sheets of bent plate glass, with transoms of leaded glass in soft, pleasing colors and enriched with many bright colored jewels, is very handsome. On the east side of the street, on the corner of Washington street, is Marshall Field's immense retail establishment. Originally one of the finest specimens of architecture in the city, recent improvements have added very much to its imposing appearance. The fair sex throng to this store in great numbers, and a line of carriages is always to be seen near by the owners of which are inside busy in inspecting the many attractive garments and novelties in every line which are to be found here. For the next four blocks State street is a very crowded thoroughfare and presents an animated scene. The cable trains rush swiftly by with a roar and a clanging of bells that are deafening to one unused to it. Added to this is the rattle of wagons and the thundering noise of heavily loaded trucks and omnibusses. Besides the hotel busses which roll noisely along with loads of newly arrived guests for the different hotels, there is a special line of busses running from the Northwestern Depot to Marshal Field's. These are always crowded with ladies on a shopping trip from the suburban towns and, at frequent intervals, deposit scores of the fair sex at this corner to swell the passing throng.

Many enter Field's, but a great number move away in other directions. The crowds of passers-by are well dressed, and the stranger, who has visited other cities, will remark that they are noticeably so. The ladies are, of course, attractively attired, as American ladies always are. Occasionally one may see a female, whose dress is strikingly remarkable, but such an instance is not very frequent. On the contrary it is exceptional. If amid all the noise and turmoil of this street, the visitor is capable of reflection, he will make one observation right here. Not often has he seen so many well dressed men. The average male passer-by is well dressed from hat to boots. There is an absence of striking effects in his attire, but his clothes fit, they are of good materials and his hat is of recent make and looks designed for his particular head. His whole appearance is trim, neat, and an air of business characterizes the make up of the average Chicago man.

As we pass along toward Madison street the crowd thickens and when we reach that corner, having in the meantime passed some of the largest retail stores of the street, we are compelled to halt and wait for an opportunity to cross the street, so great is the crush from the four points of the compass. It is said that more people pass this corner than at any other point of the city, and we can readily believe the assertion. As we wait we remark an especially attractive show window on the south east corner. Much skill and good taste has been expended in arranging the exhibit of ladies' dress goods, and the labor has been well spent, as it is constantly surrounded by an admiring gathering of ladies, young and old. At last we manage to cross the street and pass along slowly to the to the South. On the west side of State street we observe startling announcements in flaming red letters, of bargains offered in these resorts of bargain hunters and see that the enterprising proprietors have not cast their bait in vain. All shades and conditions of females crowd the entrance and we mentally thank heaven that we have taken the east side of the street, where, in this particular block, the stores are de-

voted to jewelry, furs, gloves, clothing, and silverware, and for the present we are out of the crush. As we near Monroe street the imposing proportions and agreeable outlines of the *Palmer House* appear. This magnificent hotel, although built nearly twenty years ago, is still one of the model hotels of the world. In some of its features it is indeed unsurpassed. As we approach the corner of Monroe street, the crowd surrounding the windows of a large music store on the north west corner of Monroe street, attracts observation. Here is the finest exhibition of musical instruments to be found in the country, and we cross the street and spend a few moments admiring the display. Everything in the musical line from a guitar to a grand piano, and from a flute to a complete outfit for a brass band, can be had here, and is arranged in the window in the most artistic manner. That "Music has charms to soothe a savage breast" is quite clear from the interest displayed by the onlookers, some of whom, judging by their red woolen leggings, are fresh from a Michigan lumber camp, and evidently intent on purchasing something "*soothing*." Having satisfied our curiosity we move along, but dismayed by the crowd of females to be seen on the next block on the west side of the street, we retreat to the east side again. As we reach the stately entrance of the Palmer House we notice in various attitudes about the pillars supporting the entrance, types of the throng that go to make up hotel life, with, mayhaps, a city man or two, posing for a brief spell, as a guest of the hotel, in a hope to duly impress some passer-by who does not know him. Here may be seen the sprightly gay commercial traveller, lounging away a few minutes, happy in seeing and being seen, with eyes keenly alert for a hoped for glance from some pretty woman passing by. Near him is a timid gentleman from a small town in the West who views the crowd with great interest, but hesitates to trust himself far from the security he feels within the walls of the hotel. Groups of two or three are scattered around, busily engaged in conversation, while the doors are kept in constant motion, by the crowd going in and out. A line of cabs is drawn up in front of the hotel and a

gentleman seated in one is being handed his valises by a smiling porter, the latter apparently confident that a generous tip will be his reward. Sure enough a quarter is passed out and our porter friend smiles and thanks the "drummer" who is rapidly driven away to catch his train. Good luck go with him.

As we approach Adams street a very noticeable increase in the number of ladies is to be observed. We are now in the heart of the shopping district as on those corners are three immense retail establishments devoted to drygoods, notions, household goods, in fact almost everything that pertains to the comfort of the body or the convenience or elegance of the household. A block east, on the corner of Wabash ave. are two more of the greatest retail dry goods houses in the city. There is a steady stream of ladies, almost always in parties of two or three, passing along Adams street in either direction, and, as they meet the throng on State street, there is a good humored crush in which the male pedestrian feels that he is sadly out of place. That these ladies are the wives and the sisters and the mothers of the Chicago man is evident from the earnestness with which they engage in the business of shopping. "Bargains" is the watchword of the hour and they bestow none but contemptuous glances on any unfortunate male who may be struggling in the throng. The latter loses no time in getting out of the crowd convinced that, in this immediate vicinity, he is a nuisance on the face of the earth, and vowing to himself he had no business to venture in the neighborhood. After passing Adams street there is more breathing space, and as we move along, notice the attractive front of "Gunther" the candy man. This is a popular resort for the ladies to rest themselves after the arduous task of shopping or to refresh themselves in its intervals. Here one can examine his celebrated collection of curiosities and antiquities at leisure and while away a pleasant half hour. Passing Jackson street we notice a few large stores devoted to pianos and furniture, but also observe that there is less activity and less effort at artistic display than farther north. The whole block from Van Buren to Congress

street is now occupied by one immense structure, 8 stories high, built in the most substantial manner and faced with granite. It is rapidly approaching completion and no doubt will be an important factor in the development of the business of this street. South of Congress street State street still retains some of its characteristics which at one time gained for it the title "The Levee." Between Congress and Harrison streets there are to be found in the neighborhood of 20 saloons. Time was when most of this part of the street was occupied by noisy concert saloons, and all these places that remain were in the good old days of "the Levee" establishments of that character. The broom of "reform," however, some years since swept the street of its noisy characteristics; now these resorts manage to make a living out of the "old timers" who were wont to "do the town" in the former era and who still visit the neighborhood when looking for "the elephant". A couple of cheap theatres are on the west side of the street, doing a lively business with sensational plays and scantily clad women as attractions.

The ominous "golden balls" of the pawnbroker are now frequently to be noticed, a sure sign of the uncertain character of the surrounding population. When we pass Harrison street our colored brethren seem to be noticeably frequent. On a fine afternoon this street is a parade ground for all the "Pullman Porters" in town. Gay young darkies, expensively attired, here display themselves for the admiration of their feminine friends and are supremely happy when fitted out in fine raiment with nothing to do but lounge around and view the passers-by. Second hand clothing stores begin to multiply and cheap restaurants attract your attention. Their conspicuous sign-boards and unique window advertisements compel notice. One of these establishments proclaims in porcelain letters that their meals are "Good enough for anybody and cheap enough for everybody", "A regular dinner for 15 cents with no limit on bread, butter or coffee". Should, however, the hungry man with 15 cents in his pocket hesitate to enter here and cast his eyes across the street, he will be sorely perplexed, for there a rival establishment offers "A

regular dinner for 15 cents, including 9 dishes and two kinds of dessert". Who need go hungry under such conditions?

After passing Polk street one finds a number of expensively fitted up saloons, restaurants and barber shops, which are owned and patronized exclusively by colored persons. Here we see the Pullman porter lavishly spending his riches. We can easily surmise the source of business for all the pawnbrokers and second hand clothing dealers in this neighborhood, when we reflect on the well known propensity of the colored man to gamble. He is second only to the Chinaman in that respect. As a consequence, the pawnbrokers are found in large numbers in this vicinity, waxing fat, rich, and saucy. In the neigborhood of Taylor street the tenements on either side of the street are noticeably dingy and in a sadly demoralized condition. The store floors are occupied by cheap saloons and second hand stores with an occasional greasy looking restaurant, or barber shop, sandwiched in. There seems to be a general average of two saloons to one second hand store, which would indicate that the business of two of the former is equal to supporting one of the latter. The street goes from bad to worse below Taylor street, until the decay is abruptly terminated by the demolition of buildings, on the west side of the street, to make room for the needs of the railroads entering the Dearborn Station. The east side of the street continues to loose in character until the viaduct that crosses Twelfth street puts a stop to its downward career.

This viaduct, by the way, is an immense affair of its kind. It is two-thirds of a mile in length and extends from Wabash avenue, across railroad tracks and the river, to Canal street on the west side.

Reaching Twelfth street we ascend the stairs to the viaduct and stop for a moment to view the panorama below. It is an interesting scene with the swiftly moving cable trains and the numerous wagons and trucks making their way to and from the neighboring freight depots. Moving along the viaduct to the west the view to the north is obstructed by the immense freight depots, which occupy that side of Twelfth

street, but, to the north we get a fine view of the Dearborn Station. Its picturesque tower stands out boldly as the feature of the scene while the tower of the Board of Trade building looms up in the distance. The rather severe tower of the new Wisconsin Central depot is plainly to be seen and we are compelled to admire the graceful sweep and seeming lightness of its vast train shed.

As we reach the corner of Clark street and start on a return, we notice that the viaduct has an approach built on Clark street, running on an easy descent to the level of the street some 300 feet away. There is a stair leading to Twelfth street below, but the old sidewalk of Clark street is built over by the solid masonry of the approach to the viaduct, leaving only a narrow passage between the masonry and the fronts of the houses which stand there. Where we stand at the corner of Twelfth street on the viaduct, we are on a level with the second story of the corner house, all of these houses having been built on the old street level. As we walk to the north we are walking on an inclined plane from the second story of the corner house to the floor level of the house some 300 feet away. One glance at the houses that line this street on the right, and the appearance of their occupants who swarm about the windows and doors, is sufficient to hasten the visitor in his progress northward.

In the neighborhood of Taylor street are a number of second hand stores and cheap saloons and groceries. The inhabitants of Clark street, from Taylor north, are very cosmopolitan in character. Italians, Greeks, Chinamen, Negroes, Hebrews, with an occasional German store keeper, are to be found. On a fine Sunday afternoon this part of Clark street is well worth a visit. Then almost all the inhabitants are to be seen out of doors and the variety of costumes and the diversity and brilliancy of color fully make the scene worth witnessing. The Italian women go strong on color. The most brilliant hues are displayed in a liberal manner and if a Signora has half a dozen children, as she generally has, the family party has all the brilliancy of a rainbow with the colors intensified. As no two of the party will be dressed alike,

the variety of combinations in color can nowhere else be seen by the artist in search of "hints on color."

The sign "Banca Agenza Italiana" on the west side of the street attracts our attention. The bank looks extremely dingy from the outside although there may be untold wealth within. All the way to Polk street we run the gamut of *saloon—second hand store—saloon*— and *pawnbroker*. As we reach Polk street we notice on the S.-W. corner a monastery of the Franciscan order. Should you enter the monastery and happen to be stranger to such institutions, you will be surprised to see the bell answered by a bare-footed friar. Clark street from Polk to Harrison is, with the exception of a few better stores and respectable places, an almost unending succession of pawnbrokers' shops, doubtful looking saloons and cheap restaurants, with here and there an Italian combination of saloon with bank attachment. The same order of things prevail for half a block north of Harrison street when we suddenly come on the *Chinese Headquarters*. Chinese merchants, reputed to be very wealthy, have extensive establishments here. The two largest stores are owned respectively by Bow Wo Fung and Hip Lung. All the adjoining stores and basements are occupied by Chinese merchants of less importance. Some have good sized cigar manufactories and the larger stores deal in silks, teas, and other articles of Chinese origin. A modern five story apartment or flat house has a sign bearing Chinese characters over the entrance to the upper part and is entirely occupied by Chinese. The windows are neatly draped with lace curtains and on the third story we notice a tiny Chinese girl about four years of age playing with a scarf. This is a rare sight as very few Chinese families are domiciled in the city. Opposite the Chinese quarter are several large brick buildings of modern design built especially to accommodate the demand for cheap lodging. These establishments are said to be kept in a neat and orderly manner and the reading rooms over the store floors seem to be crowded with guests. Prices here range from fifteen to fifty cents per night. Reaching Van Buren street we come upon some of the better class of city

hotels. Modern improvement tends southward on Cla
street, and Van Buren street is the outer edge of the advan
thus far. McCoy's fine hotel occupies the north-west corn
here, and immediately adjoining it on the north is Gore
Hotel, a large and attractive stone structure. The tran
formation is very sudden from the dinginess below V
Buren street to the brightness and activity prevailing in th
vicinity. The east side of the street here has not kept pa
with the west side, as the buildings are of the kind built ju
after the fire of 1871. On the south-west corner of Jackso
street stands the magnificent Phenix building, particular
attractive in its Jackson street front and one of the fine
specimens of the artistic taste and architectural skill of th
late John W. Root. Opposite the Phenix building is th
famous Grand Pacific Hotel. This is one of the largest hote
in the city and its reputation for elegant furnishings, fi
cuisine, and admirable management keep it well to the fro
in the hotel world of Chicago. In convention times th
hotel becomes the Republican headquarters, as the Palm
House is the rallying point for Democrats. The Grace Hot
occupies the south-east corner of Jackson street and adjoi
ing it on the east stands the elegant home of the Unio
League Club, a very graceful and attractive building,
which its members are justly proud. The entire block
the east side of Clark street, from Adams to Jackson, is occ
pied by the U. S. Government building. It contains th
Post Office, the Custom House, the U. S. Courts and the U.
Pension Agency. While this building is pleasing in i
general outlines, it was poorly constructed and the continu
settling of the foundation walls is a constant course of troub
to the occupants. A movement has been made looking tow
ard securing a congressional appropriation for a new structur
as the needs of the city have greatly outgrown the preser
accommodations. The breathing space afforded by the retire
location of this building is very refreshing, surrounded
it is by so many blocks of towering buildings crowded clos
to the walk. A bust of Armstrong, who planned the railwa
mail service of the United States stands in the open spac

St. Luke's Free Hospital, 1420 Indiana ave.

at the corner of Adams street. From the Grand Pacifi Hotel northward Clark street becomes the stamping groun of all the railroad ticket agents, regular and irregular, i Chicago. The established ticket offices of all the variou railroads are located on this street and sandwiched in amon them are the scalpers' offices. The visitor who strolls alon Clark street in this vicinity finds himself occasionally in portuned to purchase tickets by well-dressed and friendl individuals who spend the entire day in front of their place of business picking out the strangers from the throng o passers-by. Their skill in this respect is the wonder and ad miration of their fellow citizens. The stranger may, if h chooses, disguise himself in a new suit of Chicago mad clothes, get a Chicago hair cut and don Chicago hat an shoes, but should he venture in this neighborhood th keen-eyed scalper will detect him a block away, select hi from the throng as he approaches, and pleasantly offe to sell him a ticket to any known point on the globe.

Strongly marked Gothic tendencies characterize the archi tecture of the Lakeside building on the south-west corner o Adams street, which is largely occupied by artists, architect and publishers. The west-side of Clark street betwee Adams and Monroe streets, is a series of four story building the store floors of which are occupied generally by railroa offices with an occasional saloon and restaurant. The pionee of the modern Chicago coffee house and lunch stand occupie a large store in the centre of this block. If the Europea who is studying various phases of American life will ente this establishment about noon, he will witness an apt illu stration of the haste peculiar to Americans even in eating Two long oval shaped counters occupy this store and in th centre of each counter stands a fixture containing a temptin array of all varieties of pastry. The outside of these coun ters are lined with high stools which are all occupied b customers eating as if their lives depended on the speed wit which they can demolish the edibles set before them. N sooner does one individual tire of the task than anothe climbs on the vacated stool, and so convenient is everythin

o the waiters' hands, that in a minute or two the new comer s as hard at work as his neighbors. An odd feature of the nethods of this place is that every customer on taking his eat during the breakfast hour, is handed a morning paper iew and freshly folded, which he is at liberty to take with im when he departs. The east side of Clark street in this lock is an almost continuous succession of railroad ticket ffices from Adams street to within a few doors of Monroe treet. Three of the Monroe street corners are occupied by irge retail clothing houses, who make their show-windows as oticeable as possible. Gaudy beveled glass transoms with ilded frames are conspicuous and glare very brilliantly at ight. Clark street from Monroe to Madison, on either side, s occupied largely by stores devoted to the sale of clothing, hoes and furnishing goods, with beer saloons and restaurants plenty. A noted restaurant of the "economy and plenty" rder is situated a few doors south of Madison on the west side f Clark street. This restaurant is well known to all the country eople within hundreds of miles of Chicago, and enjoys an nusually large trade. They are said to serve 7000 meals ere every day. Between this restaurant and the corner of Iadison street is situated one of the dime museums of the ity. This place rejoices in the services of an artist who nust have been created especially for the dime museum usiness. Never before were such startling pictures drawn f the possibilities of dime museum attractions. The rilliancy of his imagination is only equalled by the vividness f the color he employs. But few of the passers-by can re- ist the inclination to stop and examine these works of art, o strikingly original are they in conception and amusing in reatment. This is probably the most crowded portion of the ity. Clark street is a great thoroughfare and Madison street s equally so. The throngs from either direction meet here, nd one has to pick his way along slowly and carefully. The rowds are different from those to be met with on State street. The Dime Museum attracts all the rusties who visit the city nd they elbow their way along with eyes turned in every irection except that in which they are going, with the result

that collisions continually occur. Good nature, however, prevails and with a little care we get safely across Madison street. Once across the latter on Clark street we are within the dominions of "King-Faro." The block from Madison to Washington street enjoys the reputation of housing many of the gambling resorts of the city. The crowds of men to be seen standing around are in the main made up of politicians, sporting men of all shades, with cabmen, and possibly a detective here and there. Some of the groups near by are fresh from a Justice's Court, of which there are a number in the immediate vicinity, and are busily discussing the matter in dispute. In a basement saloon window may be seen an Edison Phonograph in operation with a number of men holding the sound conveyors close in their ears, and smiling as they listen to song or story. The east side of Clark street on this block contains a great variety of lines of business; clothing, cigars and furnishing goods alternating with railroad ticket offices and saloons. Sporting people and the well dressed idle riffraff of the city are generally to be found lounging their afternoons away here. The Chicago Opera House building occupies the south-west corner of Clark and Washington streets. This building is among the most convenient of modern office structures and contains one of the finest theatres in the city, although its exterior is rather disappointing. The First Methodist Church Block occupies the south-east corner and is a very well known structure. The County Court House occupies the block on the west side of Clark street from Washington to Randolph. This building, while possessing a certain grandeur in its outward appearance, has excited a great diversity of criticism. Many denounce it as an architectural abomination while others loudly sing its praises. It is certainly deficient in light in its interior arrangement and it is agreed that the materials used for the exterior were not of a durable stone. The east side of Clark street, opposite the Court House, is devoted to business blocks with railroad offices or saloons in store floors, except about midway where is located the theatre known as the "Grand Opera House." This immediate vicin-

ity is the usual rendezvous of all the actors in this section of the country who are out of engagements and many a graceful "Romeo" and majestic "Ghost" can hereabouts be found. During the summer they stand around the walks in groups and in winter, alas, they hold up the walls in the neighboring saloons.

The Sherman House on the north-west corner of Randolph street attracts the eye as you pass northward on Clark. This favorably known hotel has recently been modernized and holds its position well in the race for public favor. From Randolph to Lake street, the saloon element is pretty strong as this street is a great thoroughfare, besides which the nearness of the Court House is strong reason for their existence. The Olympic Theatre, devoted to variety performances, is located on the east side of Clark street on this block and seemingly does a thriving business, as it is the only theatre of that description on the South Side of the city. Performances are given here every afternoon as well as in the evening, and it is surprising how many patrons they find who have time to spare to witness the afternoon performance. Two of the corners on Lake street are occupied by clothing houses while a drug store and a bank are on the remaining corners. A moderate priced hotel occupies the upper part of one corner, while opposite is a largely patronized temperance restaurant, which attracts attention by its numerous display cards on the front of the building, and the remarkably low prices quoted thereon. From Lake street to the river beer saloons and liquor stores predominate very largely, although at South Water street we come upon the headquarters of the produce trade of Chicago. As we pass toward the bridge and notice the gaudy exterior of a saloon on the west approach, as well as the glaring sign of a large beer hall on the other side of the river and then turn to look back toward the Court House we come to the conclusion that the frequenters of Clark street must be rather bibulous in their tendencies.

A BUSY STREET.

South Water street, running along the south side of Chicago river from Lake st. to the lake, is a street peculiar to Chicago, the like of which cannot be found in any other large city in the land. It is in reality not a street for general traffic, since during business hours, it is mostly taken up, even in its whole breadth, by the produce commission trade. The side-walks, except a small passage, are covered with boxes, tubs, crates, etc., full of vegetables, fruits, poultry, etc., through which buyers and sellers wind their way with difficulty. The average street loafer here soon finds in a thrust in the ribs, a more significant than polite reminder to seek a more convenient passage. The street itself is filled, except a narrow passage in the middle, altogether too small for the very active street traffic, with the teams that are backed against the sidewalks. The fact is, the business long ago outgrew the district, and its transfer to more commodious quarters is only a question of time.

The splendid general markets of Boston and New York, the famous markets of New Orleans and San Francisco, with their extraordinarily rich variety, are not represented here by even so much as an experiment, as often as the subject has been touched upon. The business of such markets here falls to the small grocers, who draw their supplies from South Water street.

The transactions of this commission business are very heavy; there is, for instance, a daily transfer of 200,000 bushels of potatoes and 275,000 pounds of butter, a large part of which is of course shipped to other places.

The appearance of the street changes almost every week. The first fruits and vegetables from the South, grapes and pears from California, oranges from Florida, bananas and pine-apples from Cuba, peaches from Delaware, the many kinds of berries from Michigan, etc.; the salmon from the Pacific Ocean, the red snapper from the Gulf of Mexico, bass and pike from Lake Superior, poultry according to the season, deer, bears, rabbits, the negro's delicacy, the opossum—

all find their way to Chicago, and nearly always in good condition—thanks to the excellent railway connections and extensive use of the refrigerator-cars, which make possible the transportation of even the most perishable articles. In a few days nearly everything is sold, although frequently the market is glutted and prices are depressed.

MILWAUKEE AVENUE.

Milwaukee Avenue, formerly called "Northwestern Road," is the principal thoroughfare of the Northwest Side, and one of the oldest in the city. It can be reached by cable cars from the court house. It begins as a narrow street at the corner of Lake and Canal streets, and runs diagonally for many miles, far out into the prairie. The more important streets which it crosses are *West Chicago ave.*, *West Division st.*, *West North ave.* (whence westward Humboldt Park, and eastward, horse cars to Lincoln Park and the North Side), *Fullerton ave.*, *Humboldt Boulevard*, *Graceland Road*, *etc.*

Milwaukee ave., with its adjoining streets, is almost exclusively occupied by a foreign-born population, the *Scandinavians* occupying the lower end of the street, the *Poles* rather more the middle district in the region of Noble street, and the *Low Germans* the upper end. The district is mostly inhabited by a solid, industrious working element; exhibits general prosperity on a small scale; supports a large number of flourishing small business establishments; and is constantly undergoing improvement by the erection of many new, large buildings. Two Turner's halls and several theaters of a suburban character serve the social life of the inhabitants.

The thousands of workmen, who, with their tin dinner pails, swarm on the street mornings and evenings; the many foreign tongues that are to be heard everywhere; and especially the frequent occurrence of the Low German dialect, have furnished the street with a number of well-meant nick-names: *Dinner Pail avenue*, *Avenue de Mecklenbourg*, etc., etc.

Up to a year ago a toll gate, a relic of the earliest Chicago, rather impeded the traffic near Graceland Road. There

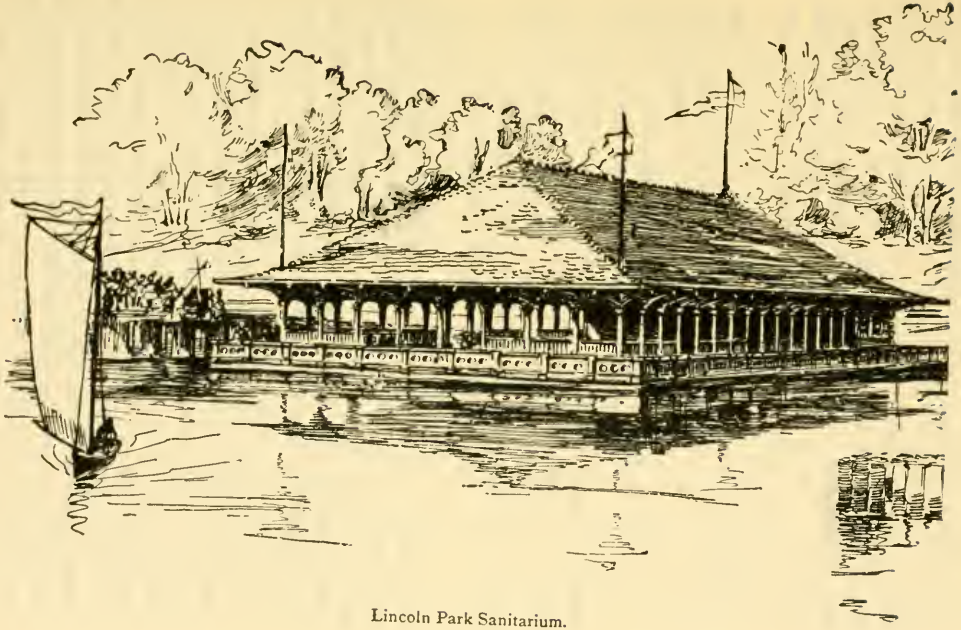
being no way to legally remove the obstacle, some resolute farmers one night destroyed it, and as a permission to re-erect it was dependent on the mayor's consent, the antiquated relic had to fall into oblivion.

THE LUMBER DISTRICT.

Location: Blue Island ave. and West 22d st. *Access:* Blue Island ave. cars; about 40 minutes.

The great *lumber yards* included under the above title form a district of about one square mile in the southwestern part of the city. In the selection of the location for the trade the controlling principle has been the same as that which governed the arrangement and distribution of the grain elevators: the cheapest and speediest transfer of large masses, from railway trains to ships, and *vice versa*. For this purpose the location of the lumber district is very favorable. It stretches along the north shore of the south arm of Chicago river, from Halsted street to Western avenue, over a length of two miles, and is bounded on the north by Blue Island avenue. At about the middle of this distance another branch of the river runs to the southward, and is flanked by a number of large yards. More important, however, is the Illinois and Michigan Canal, which connects with the river here, and opens up a large territory for the Chicago lumber trade. Northward from the river thirteen slips extend up into the district, and along their edges lie the yards. A railway track running along the northern edge of the district and sending many branches into it, connects the lumber district with the "*Belt Line*," and by this with all the railroads of Chicago.

At present Michigan and Wisconsin are the sources of the timber supply for the Northwest. The kinds of timber that are most extensively cut are *pine* and *spruce*, and next in importance are *oak*, *poplar* and *ash;* while the more expensive hard woods, such as *walnut*, *cherry*, etc., having become scarce in the North, are brought mostly from the South. The timber is the most part directly sawed into lumber in the districts where it is cut; but some of it reaches Chicago unsawed, and is worked up into boards, posts, lath, etc., in the saw and planing mills of the lumber district. For the



Lincoln Park Sanitarium.

seasoning of the green lumber, there are dry-kilns, in which the moisture is driven off by air-drafts or steam-heating. This lumber is called "kiln-dried." When it is to be seasoned in the open air, it is piled up in regular, four-cornered piles, which are often as high as houses, with a system of longitudinal and cross streets between them. The railway tracks usually run close to the shores of the slips, and in this way loads can be transferred directly from the cars to ships, and the reverse.

The life of the lumber-yards is a very active one. The long railway trains and the coming and going ships speak for the importance and extent of the lumber trade; but the local trade, owing to the constant and active erection of buildings, is in itself very important. There are other lumber yards along the river—at 18th st., on Goose Island, at the mouth of the river, and also in South Chicago.

In the vicinity of the *Lumber District* is the *House of Correction*, for a full description of which see index.

THE GRAIN ELEVATORS.

Among the distinguishing features of Chicago belong the *great elevators*, scattered along the river. They serve a double purpose, first as ware-houses, and again as re-loading establishments on a large scale. For the latter purpose they are invariably located at the water's edge, in order to make the shipping of grain as direct as possible.

The product of the grain harvest of the Northwest reaches the great center of the American grain trade in long trains. These trains move alongside, or, as in most cases, into the elevator, and are unloaded with great rapidity, allowing the grain to run through spouts into bins at a lower level. From here it is raised to the upper stories in the following manner: From the lowest receptacles, many broad, endless belts, provided with scoops, run up to the uppermost story, and are set in rapid motion by a steam engine. The scoops fill up with grain below and tip it out again at the top. From here the bins of the other stories are filled by simply opening the traps in the floor and allowing the grain to run

to the desired place through large spouts. Ships are loaded in the same way. The ends of large spouts, which are movable in all directions, are placed into the hold of the ship, and the contents of the grain bins are allowed to run out through them. Of course, all other possible devices and improvements are used to make the traffic easy and safe; and, indeed, the elevators work so rapidly that whole railroad trains or ship-loads can be transferred in less than an hour.

There are at present twenty-six elevators in Chicago's elevator system, with capacities varying from 175,000 to 3,000,000 bushels; and with a total capacity of 28,675,000 bushels.

THE UNION STOCK YARDS.

The *Union Stock Yards.—Location:* In the former town of Lake, about 4½ miles south of City Hall—extending on the north to 39th st.; on the south, to 47th street; on the west, to Ashland ave.; and on the east, to Halsted street—covering a surface of 350 acres. *Access.*—By street-car, via Halsted st., starting from City Hall on Randolph st., in 90 minutes, to 40th st.; via S. State st., by cable road of South Side from the corner of Lake and State streets (two blocks east of City Hall), to Root st.; and thence west to the entrance of the stock yards, in 50 min. By the local trains of Pittsburg, Fort Wayne & Chicago; of Lake Shore & Michigan Southern; and of other railroads.

They contain 3,300 pens and stalls (1,800 covered; 1,500 uncovered), sheltering at the same time 25,000 head of oxen, 14,000 head of sheep, and 150,000 swine. This gigantic establishment contains twenty miles of streets paved with wood; twenty miles of troughs, supplying fresh drinking water; and fifty miles of feeding troughs, providing the cattle with the best of food. The water comes from six Artesian wells, averaging a depth of 1,230 feet. All railroads communicate directly with the stock yards, the track within these grounds aggregating eighty-seven miles.

Inspection: Admission to the Union Stock Yards is free to all. But the visitor who desires to inspect the slaughter-

houses and packing establishments, and to gain a more than superficial knowledge of the working of the plants, will find the services of a competent guide indispensable. They should, however, be careful not to engage for this purpose, one of the many idlers loitering about the place. The best way for obtaining a useful guide is to make application at one of the large firms—Armour & Co., or Swift & Co.

The object of greatest interest to strangers, is, unquestionably, the slaughtering. The rigorous application of the principle of division of labor makes it possible for the various operations to be all completed within a few minutes. This may be best observed in the hog butchery, where, daily, from 30,000 to 60,000 pieces arrive, which, after being accurately weighed, are driven over long wooden bridges to the various slaughter houses, where the hind legs of every animal are shackled by iron rings. A hook connected with a movable roller running on a track is then put into these rings and the hog, hanging on its hind legs, transported to the slaughter house, where the butcher opens with a skillful cut the arteries of the neck, the blood running off in a furrow on the floor. The dead hog, still hanging by its hind legs, is then placed in a barrel of boiling water, whence it is, after three minutes, removed, and, with the aid of iron tongues, placed on a table. There a machine with forty-eight knives in different positions, shaves the body clean, placing all the bristles in a heap, while streams of water are constantly pouring over the body, to wash away the last traces of hair and dirt. Then the hog is taken by the nose, pushed on a bench, and there opened and eviscerated. Lungs, heart and liver are put aside, to be utilized for sausage meat; and the head is chopped off, and brain, eyes, etc., thrown with the grease. The tongue, which is to be canned, is separately stored up. After the body has been cut open length-wise, it is placed in the refrigerator. All these operations have been performed within a few minutes, by means of extensive use of mechanical contrivances.

After being cooled off, the hogs are, still hanging by their hind legs on the gliding roller, pushed into an ice chamber,

about 400x200 feet large, where, arranged in rows, they are left for thirty hours, under the influence of a temperature of several degrees below zero. Then the halves are transported to chopping blocks, where the shoulderes, the hams, and other fleshy parts are cut off by the butcher, leaving only a flitch, which, weighing about fifty-six pounds, is salted, and, after three weeks, packed in lots of ten into long cases and sent away.

The smoking of the hams and the preparation of the sausages, likewise effectuated by means of extensive mechanical appliances, are of little interest to those not in the business.

The slaughtering of beef and sheep is done in a similar manner. The beeves, however, are killed by a blow with an iron hammer, breaking the skull of the animals, which have approached the butcher through an alley, just wide enough for one body. Then their hind legs are shackled, the bodies lifted up, and the blood vessels opened. Sheep are killed by a quick cut opening the arteries of the neck; then the nape is broken.

The *offal* of the slaughtering houses—grease, skins, bones, blood, etc.—is for the most part utilized for the production of pressed tallow, oleomargarine, butterine, leather, glue, etc., in the various establishments situated for the most part, in the immediate neighborhood of the stock yards.

The most prominent firms of the stock yards are *Armour & Co.*, employing about 3,300; *Swift & Co.*, employing abont 3,200 men; *Nelson Morris & Co.*; and *Libby, McNeill & Libby*.

In 1889, 3,000,000 beeves, as many sheep, 6,000,000 swine, and 23,000 calves were received at the stock yards. The largest number of cattle received in one day was 22,064 beeves, 66,000 swine, and 12,630 sheep. An idea of the enormous railroad traffic of the stock yards may be obtained from the fact that the firm of Swift & Co. alone receive on an average 125 carloads of cattle per day.

A DRIVE OR WALK TO LINCOLN PARK.

Rush Street.—Pine Street.—Along the Lake Shore Drive.

When going for a drive or walk to *Lincoln Park* from the South-side the route usually taken is via Rush street bridge. Immediately facing the approach to the bridge, at the corner of Michigan ave. and River street, the *tablet* set in the wall of the Hoyt Grocery Company's building is apt to attract attention. This building occupies the spot on which *Fort Dearborn* stood in the early days of Chicago. For a couple of blocks north of the river Rush street is occupied by manufacturing establishments or cheap tenements largely rented as boarding houses. After passing these the character of the residences begins to improve until, at the northwest corner of Ohio street, we come upon the * *Virginia Apartment Hotel.* This immense structure has only recently been completed, and is fitted up in a most luxurious manner Its occupants enjoy in their apartments all the privacy of a home with every convenience to be found in the best hotels. This building is a small city in itself, as about 1000 persons live beneath its roof. Two similar apartment buildings, the *Grenada* and *Salvador*, just opposite on the southwest corner, have just been completed, rivalling, if not surpassing, the Virginia hotel.

On the east side of the street a block further along stands the *McCormick mansion.* This elegant brown-stone residence with mansard roof is the home of Mrs. C. H. McCormick, the widow of the inventor of the celebrated reaper and mower. Built shortly after the fire, it is a fine specimen of the Chicago architecture of those days, and in one respect, is a model which many of the wealthy of to-day would do well to imitate. Its commendable feature is that all four sides of the building are of the same material.

When *Huron street* is reached a good glimpse of the lake is to be had on the East, while a block west can be seen *†*St. James Episcopal Church*, noted for its fine music and expensive stained glass windows. On the northwest corner of Superior st. stands the †*Fourth Presbyterian Church*, while one block west can be seen the graceful spire of the **†*Holy Name Cathedral.*

At *Chicago ave.* the driver turns east one block to Pine street, where we reach the attractive group of buildings known as the *Water Works.* The west half of this group contains the stand pipe 150 feet in height, while the powerful pumping engines are located in the east half. This group of buildings is a noteworthy piece of architecture of the Gothic school.

Passing along Pine street through the grounds of the water works two handsome residences are to be seen on Pearson street, west of Pine. These are the homes of *J. V. Farwell* and *C. B. Farwell*, both well known throughout the country. At the foot of Pearson st. may be seen several boathouses of amateur rowing clubs. Reaching Oak st., we come to the beginning of the *Lake Shore Drive.* Chicagoans take just pride in this superb drive which extends for a distance of three quarters of a mile to Lincoln Park, where it connects with the *new sea corso.* It has toward the lake a bridle-path, and a spacious walk along the outer edge, with comfortable seats placed at frequent intervals, the sea wall keeping the walk dry, except when the water is unusually rough. Then the spray merrily dashes over the edge of the sea wall and remorselessly douses whoever may be near. The view of the lake along this drive is worth traveling far to see on a fine day. Close to the shore the water is a beautiful blue-green gradually deepening in color as the distances increase from the land.

As the carriage draws along, we reluctantly turn from the water and now notice the many fine residences which border the west side of the drive. At the corner of *Bellevue place* is a particularly attractive building of a light gray stone, with some delicately chiseled Gothic designs. North of it is a row of fine stone residences deserving of notice. These buildings

lap one another, are of different color, and vary in design. Excellent taste has been displayed in the treatment of each particular building and in the grouping of them.

At the north corner of Bank st. is situated the modest brick residence of *Robert T. Lincoln*, minister to England. Just south of Bank street is a new residence building of noticeable appearance. It is built of narrow yellow brick and trimmed with a light gray stone, the latter profusely ornamented. A little further north, on the corner of Goethe st., stands the residence of *Potter Palmer*. This building is of a brown stone and is modelled after an English castle. It is an imposing structure and altogether agreeable in its general contours. It is conspicuous not only by its architecture, but by the size of the grounds surrounding it. The objection has been raised that such a building should only be in the centre of a large park, but we consider the grounds ample in a city where property is so valuable.

Facing the Palmer residence on the north is the residence of *Franklin MacVeagh*, built after a design by *Richardson* of Boston who ranked at the head of American architects. It wears a rather war-like aspect, and is altogether novel in its general features. At the north end of this block stand two modern dwellings in which the possibilities of brick as an attractive building material are displayed to good advantage. One of these is built of light yellow brick, with white stone-trimmings, and the other of deep yellow brick, with brown stone trimmings.

Passing these we notice a short distance off to the Northwest a large red brick building of modern architecture, with a green house and brick stable attached. This group of buildings belongs to the residence of *Archbishop Feehan*. Here we have reached †*Lincoln Park*.

A VIEW FROM THE AUDITORIUM TOWER.

The highest point in Chicago is the *Auditorium Tower* (250 ft.). From the top of this tower, on clear days, a very extensive view may be obtained. The view includes 2,000 square miles of water, and a sharp eye can plainly discern

Michigan City, lying about 40 miles to the south-east on the lake shore, and half-concealed by sand hills. Looking to the north, those acquainted with the pretty suburb of Evanston will be able to recognize the University buildings. To the west, the view is limited to a few miles by a billowy ocean of smoke. The high buildings situated in the business district —the *Board of Trade tower* and the *tower of the Grand Central Depot* – can of course be distinctly seen, and possibly

The Tremont House, cor. Dearborn and Lake Streets.

the high tower of the Jesuit Church on Twelfth st. will be visible; but even in this short distance the mass of smaller buildings are obscured by the omnipresent pall of smoke. North and south it is the same—smoke everywhere.

In the top of the tower is the Chicago station of the U. S. *Weather Bureau*, which has here a greater artificial elevation than at any other point in the country.

WALKS AND DRIVES.

CIRCUIT REQUIRING A WALK OF TWO TO THREE HOURS.

Lower State street, Twelfth street Viaduct, and Clark street.
(See also descriptive article on same subject in Street Scenes.)

On the left, extending directly from the State street bridge, the *new †Central Market;* then South Water street, center of the fruit and produce trade; much activity, great wagon traffic. Two blocks south, at the left, corner Randolph street, an imposing new structure, the †*Masonic Temple;* on the opposite corner, south, †*Central Music Hall.* From this point to Adams street (4 blocks), the finest stores in the city. From 10 a. m. to 4 p. m. packed with a dense throng of femininity of all classes. Elegant costumes and numerous carriages. One block south, at the left, corner Washington street, *Marshall Field's* celebrated store. (Walk in.) Then for two blocks, on both sides of the street, elegant stores. S. E. corner Monroe street, †*Palmer House*, great hotel (four million dollars); rotunda, stairway, and corridors. (Walk in.) One block further, at the right, corner Adams street, *the Fair*, an extensive establishment on the plan of the Bon Marché, of Paris. (Walk in.) Next Jackson street, then Van Buren street; on the S. E. corner the mammoth new †*Leiter Building.*

Here the splendor of the street diminishes noticeably; a quarter of doubtful character in former years; now in a period of transition, and probably destined, within a few years, to yield to the southerly growth of the retail trade. At present occupied by small dealers, cheap restaurants, lodging houses, low class hotels, etc. Two blocks south of Jackson street follows *Congress street*, near which are two theaters of a character in keeping with their surroundings. Southward the street becomes more and more the quarter of the colored population. Six blocks south of Congress street

STANDARD CLUB,

Michigan Avenue, Southwest corner of Twenty-fourth Street

follows *Twelfth street*. Here we ascend the *great viaduct*, one-half mile in length, extending across the south branch of the Chicago river to Canal street. Beneath the viaduct an enormous railroad traffic. Two blocks west of State street (approach to 12th street bridge), *Clark Street*. Here we return in a northerly direction. Beginning of a district of very doubtful character. *Mixture of races and nationalities;* negroes, Chinese, Italians, Greeks, etc., etc.; low beer halls, Chinese basement-laundries, rag shops and pawn shops, cheap restaurants, etc. This street and neighboring ones of similar character as far as *Harrison Street*. Here, the *Chinese quarter;* Chinese stores, opium dens, and play houses; inhabitants in their national dress, blue smock-frock, pig-tail and sandals. Larger cheap lodging houses. From the next street, *Van Buren*, character that of the center of the city. At the left, McCoy's and Gore's hotels; on the next corner, the stately †*Phenix building*. (Walk in.) On the opposite corner, the †*Grand Pacific Hotel*. (Walk in.) Across the street, the †*Post Office* and *Custom House* building. *Adams street*,— railroad offices, clothing stores. *Monroe street*. Then *Madison street*, the great artery of traffic between the South and West Sides. *Washington street;* at the left, the †*Chicago Opera House;* opposite, also on the left, the double building comprising the †*Court House* and †*City Hall*. *Randolph street*, †*Sherman House* on N. W. corner. Then follow two blocks occupied by business of various kinds.

A HALF DAY'S DRIVE THROUGH THE FASHIONABLE RESIDENCE QUARTERS AND THE PARKS OF THE SOUTH SIDE.

Michigan Ave. – Southward from *Rush st. bridge*, a business street as far as Randolph. On the right, the *Randolph st. viaduct;* on the left, the *City Library site*. Further to the right, business houses and club house of the †*Chicago Athletic Association*. On the left, the *Exposition Building;* opposite, the †*Pullman Building*. Cor. Van Buren st., †*Art Institute*, *Studebaker Building* and †*Auditorium*. Across the street, *Lake Park*.

On the right, No. 1540, the *Armory;* on the left, No. 1629, †*St. Paul's Church.* On the right (20th st.), †*Second Presbyterian Church;* on the left, the †*Calumet Club Building.* Further to the left, on Indiana ave. (fronting toward Michigan ave.), the †*First Presbyterian Church* and †*Sinai Temple.* Twenty-second st., the business street of the South Side. Twenty-third street; on the left, †*Church of the Messiah;* on the right, the †*Immanuel Baptist Church.* S. E. cor. 24th st., †*Christ's Church;* opposite, on the right, the †*Standard Club Building.* No. 2553 Michigan ave., †*Plymouth Church;* No. 2600—cor. 26th st.,—†*Trinity Church.* From this point to about 33d st. is the most beautiful part of Michigan ave., being lined with palatial residences; those at Nos. 2838, 2944, and 3252 may be especially noted as examples. From 34th to 37th st., the buildings are of more recent erection.

Grand Boulevard. Washington Park. Midway Plaisance.—At 35th st., we turn eastward. In four blocks *Calumet ave.* is reached. An interesting view is to be had looking southward along this street. One block further we reach the fountain and the beginning of *Grand Boulevard.* South on this boulevard. Beautiful buildings on both sides of the street. The following are noteworthy: S. W. corner 41st st., †*Fifth Presbyterian Church;* on the left, cor. 43d st., "*Storey's Castle*," a huge palace of marble. Cor. 45th st., a fort-like building of hewn stone. Further, detached houses, prairie and cultivated land, with occasional clusters of trees (for example, *Ione Place*, on the left). At intersection of 51st st., *Washington Park.* South as far as 59th st., and from here east on *Midway Plaisance*, a broad strip between 59th and 60th sts., connecting *Washington Park* with *Jackson Park.* A beautiful and inviting pleasure ground. Clumps of trees and shrubbery, foot-paths, drive-ways, etc. Enter Jackson Park: then north through the park and through *Park ave.* View of Lake Michigan. On the left, beautiful residences; on the right, *Hyde Park* and the *Hyde Park Yacht Club House.* Harbor and pier. View of the city. West on 51st st.; on the left, the Hyde Park Hotel; on the right, *Madison Park.* Intersection of interesting diagonal

streets, *Kimbark ave.*, *Hibbard ave.* On the right, cor. Greenwood ave., large residence. Cor. Drexel ave., *Drexel Fountain*. From here, north over

Drexel Boulevard. the most beautifully laid out boulevard in Chicago. (Modeled after the *Avenue de l' Impératrice*, in Paris.) Drive-ways and park-like promenades. On the left, near 50th st., a castle-like structure. At No. 4423, a building in the style of the Renaissance. Many other residences, mostly new and of tasteful design. N. W. cor. 40th st., †*South Congregational Church;* opposite, beautiful houses. Here the boulevard ends with a large flower vase. *Oakland Hotel*, in open space. *South Park Phaeton Station.* West over Oakwood Boulevard. Two blocks west of Drexel Boulevard, *Vincennes Ave.* North over this street. On the left, *Aldine Square* (miniature park). Turning to the right on 37th st., east through *Ellis Park*. North on Cottage Grove ave. to 35th st. Near the lake and 35th st., *Douglas Monument*. Beautiful view; to the north, *Groveland Park* and *Woodlawn Park;* opposite, the old University grounds. From here, west on 34th st. On the left, the †*Baptist Theological Seminary*. North on South Park Ave.; on the left, cor. 33d st., †*South Park ave. M. E. Church;* on the right (31st st.), †*First Baptist Church*. West two blocks on 31st st., then north on

Prairie Avenue, one of the finest residence streets in Chicago. Variety of architecture. On the right, No. 3017, †*St. Paul's Universalist Church*. On the left, Nos. 2904, 2902, 2808, and many other large and beautiful residences. On the right (cor. 26th st.), †*Chicago Medical College* and *Mercy Hospital*. Further north, on the left (No. 1936), a building of quaint but beautiful design. No. 1808, cor. 18th st., a palatial structure in the style of the Renaissance. North to 16th st. West on 16th st. to Wabash ave. North on

Wabash Ave.—On the right, †*Libby Prison* and †*Grace Church*. On the left, Haven School. Further north, two †*Panorama Buildings*, circular in form. On the right, cor. Congress st., the †*Auditorium*. From this point to the river, the avenue is a business street, occupied by the better class of the retail trade.

THE BOARD OF TRADE QUARTER.

A Walk of Three Hours.

A trip through the newest and most interesting part of the business center, the so-called *Board of Trade Quarter*, is best made by the following route. From the large double structure, the *Court House* and *City Hall*, which serves as the center of the city, and is the starting point for all given distances, one would follow Clark street southward to the first crossing (Washington st.) On the southwest corner there towers up a ten story, rather plain brick building, the †*Chicago Opera House Block;* which contains the †*Chicago Opera House*, besides numerous offices, stores (on the ground floor), etc., and other business apartments. Continuing (westward) on *Washington st.*, we find at the next corner (La Salle st.), the new †*Chamber of Commerce building*, a 14 story, tower-like structure, one of the highest buildings in the city, exclusively occupied by offices and counting-rooms. Within, a fine rotunda with mosaics, bronzes, etc.

Looking down La Salle st. toward the south from here, we see on both sides a series of towering business buildings, rivaling in adaptability and internal, but not always external, beauty. Rising above them all, in the background, is the *tower* of the †*Board of Trade*, effectively closing up the perspective. Going southward we pass, on the left, at the Madison st. corner, the †*Tacoma building*, likewise exclusively devoted to offices, etc. Two blocks farther south (N. E. cor. Adams), stands the business palace of the †*Home Insurance Co.*, and opposite this, and likewise on the eastern street front, the interesting †*Rookery Building*, with rotunda, marble vestibule, etc.

The third — southwest — corner of this street crossing is occupied by the †*Insurance Exchange Building.* Following this, and on the same side, is the unique *Mailer Building*, a real tower; and next to it, towards *Jackson st.*, the *Gaff & Counselman Buildings.* The three last named are bordered on the west by the †*Royal Insurance Building*, which has two entrances, toward Jackson and Quincy streets. The other side of La Salle st. is occupied by the †*Grand Pacific Hotel*, with its

three facades, and reaching down to Jackson and Clark streets. At the end of La Salle st., and facing it, stands the †*Board of Trade building*. We follow *Pacific ave.*, beginning at the east front.—Opposite the Board of Trade, to the left, stands the †*Phœnix Building*, whose fine front on Jackson st. (opposite the Grand Pacific Hotel), on account of narrowness of the street, is not noticed as it ought to be. Adjoining the narrow Pacific avenue front is the †*Commerce Building* and the †*Open Board of Trade*, smaller, but interesting buildings. Adjoining the Board of Trade on the south, is the *Rialto Building*, whose principal front is on Van Buren st., opposite the †*Rock Island Depot*. With *Fifth ave.*, one block to the west, we reach the †*Grand Central Depot* at the corner of Harrison st. On our return through Fifth ave., there are not many buildings of interest: No. 234, a peculiar example of the restless and experimentative character of the architecture of Chicago. Indian and Moorish motives alternate with circular and rectangular openings. The whole front is of solid stone masonry with marble trimmings. A striking contrast to this is †*Marshall Field's* large building, occupying the block bounded by Fifth avenue and Franklin, Quincy and Adams sts. This immense warehouse, with its colossal proportions, looks like an arsenal or a mediæval fortress. The material is great rough-hewn granite blocks. A block farther on, at the S. E. cor. of Fifth ave. and Monroe st., stands the *Owing's Building*, which, with its columns and the peculiar form of its tower, reminds one of the temples and pagodas of India. Beyond the crossing with Madison st., Fifth ave. leads into the *newspaper district:* the *Herald*, *Globe*, *Daily News*, *Times*, *Abendpost*, *Freie Presse*, and *Staats Zeitung* are domiciled here. Of the buildings that are architecturally interesting, the *Staats Zeitung*, *Times* and *Herald buildings* are worthy of mention.

AN EXCURSION THROUGH THE WEST SIDE.

A Half Day's Drive.

For a trip through the *West Side*, the largest of the three divisions of the city, the following route will reach the points most worthy of survey.

Following Randolph street westward across the river, one first enters a region which, from its general character, still belongs to the business center. Just beyond the river, to the right, stands the enormous double structure of the †*Cold Storage Exchange*, divided by the tracks of the Chic. & N. West. R. R. The vicinity, which a few years ago still represented a part of old Chicago, with its unsightly wooden buildings and shanties, is now, by the erection of factory buildings and business blocks, beginning to assume a metropolitan and modern character. The many petty trades, such as second-hand dealers, cheap boarding and lodging houses, pawn-shops, as well as the multitude of little traders who eked out an existence in unattractive and cheap establishments are being more and more crowded out into outlying quarters by the spreading wholesale business. One can easily recognize this transformation by walking westward along Randolph street.

About ten minutes' walk from the river Randolph street opens into the *Haymarket*, a large rectangular square which is now used as a produce market. In correspondence with this, the adjoining buildings are occupied by "commission houses," saloons, stopping places for farmers, etc. Early in the morning, even before six o'clock, the market life and a very active traffic begins. At the east end of the Haymarket stands the *Haymarket monument* — the bronze figure of a policeman on a granite pedestal — a memorial to the policemen who fell in the anarchists' riot in 1886.

Beginning at Halsted st., bordering the west side of the Haymarket, the city gradually assumes a different appearance. To be sure, the great streets running westward, *Madison*, *Randolph* and *Lake*, are still exclusively business streets; but about six blocks west of Halsted st., the cross streets running north and south, and especially *Washington st.*, which has been transformed into a beautiful boulevard, begin to contain quiet and in part beautiful private residences, boarding-schools, many churches, etc.

Wandering westward beneath the trees along Washington Boulevard, one passes, at the corner of Peoria st., the †*Cathedral Church of S.S. Peter and Paul;* at Curtis st., the

Second Regiment Armory; and farther on, on the south side of the boulevard and corner of Ann st., the Gothic structure of the †*First Congregational Church.* At a distance of about two miles from the center of the city Washington boulevard curves through †*Union Park*, and then again takes up its westerly direction. After taking a view of the park and the buildings in the immediate vicinity—†*Zion Temple*, †*Union Park Congregational Church* and the new †*Chicago Theological Seminary*—we cross *Ashland avenue boulevard*, the finest residence street on the West Side and an excellent driveway, and continue our course westward along Washington boulevard, which runs exactly west in a straight line from Union Park to *Garfield Park.* The region that we now pass through, bears a still more elegant, and in places even aristocratic, stamp; new, altogether elegant and beautiful residences—some of them of unique architecture—form the street fronts for a distance of several miles. The absence of all business and freight teams, which are excluded from the boulevard by a city ordinance, as well as the ringing of street-car bells and the rattling of wagons, produces a pleasing quiet. About 2½ miles from the court house, *Robey st.* crosses our way, and we take the opportunity to look at two beautiful, recently completed churches—a block to the north, at the corner of Robey st. and Park ave., the *Park Avenue Methodist Church;* and a block south of the boulevard, at the corner of Robey st. and Warren ave., the †*Church of the Redeemer.* Going on, we first pass *Western avenue*, an important business street running north and south, and at *Rockwell st.*, a railroad. From here on the farther west we go, the more the street takes on the character of a country road. The row of houses is interrupted by large vacant spaces, the occupied places become more and more isolated, until the street, before it ends, leads through a stretch of unoccupied fallow land.

†*Garfield Park* (Central Park), at which Washington boulevard at present ends, is surrounded on all sides by large areas of open prairie, which are crossed only by the boulevards, the principal streets, and two railroads. After looking

at Garfield Park and the race-track of the *Central Park Driving Association* to the south, we follow the boulevard leading southward from the southwest corner of the park. (If time permits, one can reach Humboldt Park from here by the *Central Boulevard*, which runs to the north.) This boulevard, like its eastward extension to Douglas Park, leads over a wholly unoccupied tract. Only a few isolated farm-houses hidden behind groves, and the houses farther to the west, on 40th st., remind one that the splendid driveway does not lead across a western prairie. After the Wisconsin Central Railroad has been crossed, at a distance of 1½ miles from Garfield Park, we reach *Douglas Boulevard*, which leads to Douglas Park.

We here take *Ogden avenue*, which crosses the park diagonally, for the return journey. While the region to the west of the park contains scarcely a house, and the broad fields are broken only by the boulevard and occasional clumps of trees, the land to the east is comparatively thickly settled. Ogden avenue, as far as 12th st., has been transformed into a boulevard, with flower-beds and asphalt pavement. By taking *Twelfth street*, which is here also kept in the condition of a boulevard, one reaches Ashland avenue boulevard, and by this, in a northerly direction, Union Park again; but by following Ogden avenue, we pass a series of important institutions. First, to the right, between W. Harrison and Polk sts., the great group of buildings of the †*County Hospital* and the surrounding institutions which stand in more or less close connection with it: the †*College of Physicians and Surgeons*, †*Rush Medical College* (both opposite the front of the hospital), †*Chicago Homœopathic Medical College* (Wood st., cor. of York), †*Presbyterian Hospital* (300 S. Wood st.), †*Illinois Training School for Nurses* (304 Honore st.), *Woman's Medical College* (335 S. Lincoln st.), etc. Following Ogden avenue three blocks farther, we find, at its crossing with Jackson boulevard, *St Jarlath's Church*, and at the next street (Adams), the †*Chicago Hospital for Women and Children*. One block more brings us to the crossing with Ashland avenue boulevard and West Monroe st. Here we come upon

three fine churches: †*Third Presbyterian*, Ashland ave. and Ogden ave; †*Fourth Baptist*, Ashland ave. and West Monroe st.; †*Church of the Epiphany*, Ashland ave. and W. Adams st.; all of which are worthy of a closer examination. Now returning through West Monroe st., we traverse the little †*Jefferson Park*, and near the corner of Morgan st. pass the †*Centennial M. E. Church.*

Now the fashionable part of the West Side is behind us, and the nearer we approach the river, the more lively, noisy, and less inviting the streets become again. This special quarter, *Halsted St.* (from about Blue Island ave. to Randolph st.), abounds in pawn-shops, theaters of the second and lower grades, cheap restaurants, shooting galleries, gaudy saloons, etc.—a quarter to be seen in all its glory on Saturday nights.

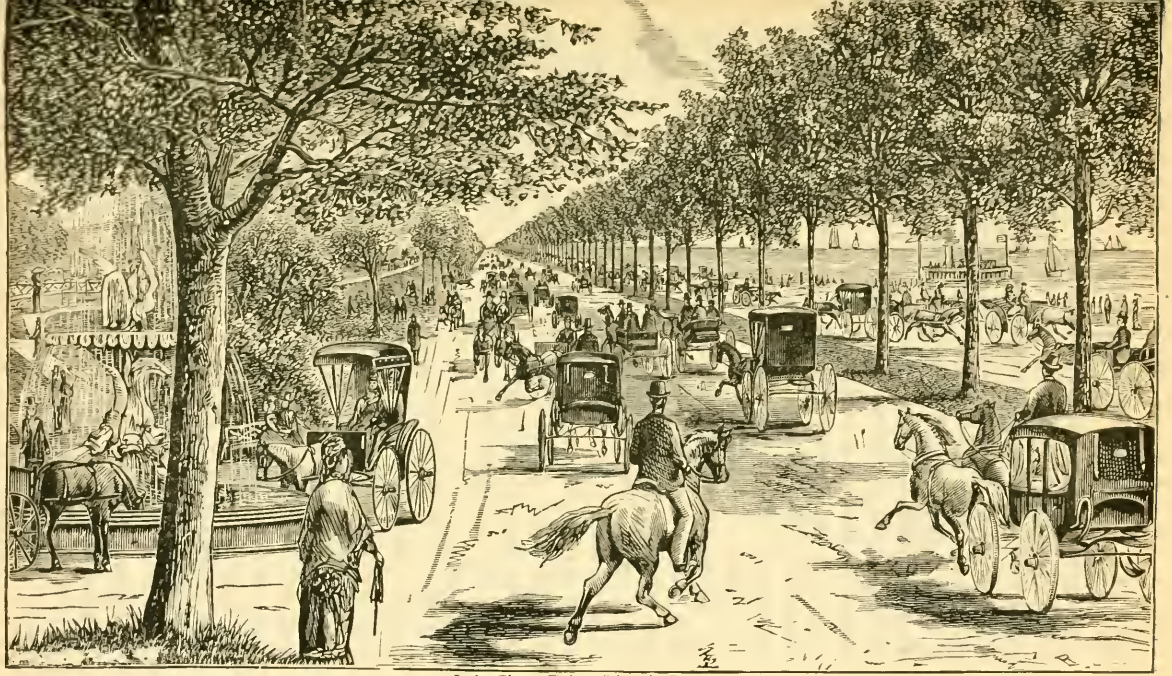
A STROLL THROUGH LAKE VIEW AND NEIGHBORHOOD.

Five hours' walk; three hours' drive.

Sheridan Drive, Buena Park, Argyle Park, Edgewater, Rose Hill Cemetery, Graceland Cemetery. Return same route.

The suburbs, now part of the city, which stretch over a distance of 4½ miles, from Diversey avenue to the northern boundary of the city on Church Road, offer, especially in the parts lying near the lake, many points for profitable excursions by carriage or on foot. The suburbs are united by the northward continuations of the streets of the old city, especially *Halsted St.* and *Sheffield ave.*, and *Evanston ave.*, *Lincoln Ave.*, and *North Clark st.*, which run in a direction more or less north-northwest, and are traveled by cable and horse cars. A large part of the intercourse takes place over the two railroads - the Evanston Division of the C. M. & St. P. R., and the Chic. & Northw. (Milw. Div.)

Sheridan Drive.—But by far the most beautiful thoroughfare will be "*Sheridan Drive*," now in course of construction, which will extend over a distance of twenty-four miles, from Lincoln Park to Fort Sheridan, and is already partly built. This magnificent driveway, for the construction



Lake Shore Drive, Lincoln Park.

of which the various suburbs through which it runs have united, forms a continuation of the *Lake Shore drive* in Lincoln Park, and hence constitutes an enormous extension of the Chicago boulevard system. Half a million dollars have already been spent by the Sheridan Road Association in its construction. The drive runs along the lake shore through a varied and beautiful landscape, and passes, from south to north, the following places: *Lake View*, *Buena Park*, *Sheridan Drive Subdivision*, *Argyle Park*, *Edgewater*, *Roger's Park*, *Birchwood*, *South Evanston*, *Evanston*, *North Evanston*, (Gross Point), *Llewellyn Park*, *Wilmette*, *Winnetka*, *Lake Side*, *Glencoe*, *Ravinia*, *Highland Park*, *Fort Sheridan*.

The lake dunes—elevations rising to the height of eighty feet—and ravine-like interruptions, compel frequent changes of direction in the road, which, in connection with the fine views out upon the lake, exclude monotony from the drive. From Center avenue in Evanston a return road is planned, which is to lead along *Ridge avenue*, lying at an elevation of fifty feet, down to *Rose Hill*, and here again open into the great highway. Its construction is like that of the boulevards: broad asphalt carriage-way, rows of trees and beautiful foot-ways.

Route.—From Lincoln Park we follow *Lake View avenue*, which constitutes the beginning of *Sheridan Drive*, and runs past *Thielmann's Pavilion*, directly along the lake shore, After a drive of about ten minutes the road turns to the west, and at a distance of two blocks leads into *Evanston avenue*. The latter, a shady street bordered by large trees, leads us through the most beautiful part of Lake View. On both sides there is a succession of new and also older wooden houses, interrupted by larger *country seats* and stretches of almost undisturbed forest growths. The streets running at right angles, toward the lake, are all lined throughout by fine new residences with beautiful grounds. The farther one travels to the north the more distinct on the right become the old dunes, now overgrown with brush and trees. At the corner of *Addison st.*, on the left, we pass the

new *Lake View Presbyterian Church*, and the *City Hall*, lying somewhat farther inland. Then the way leads along *Halsted st.* for a short distance, until, at *Graceland ave.*, *Evanston ave.* begins again. At Graceland ave. a short ramble down to the lake will repay. Near the beach there are larger sand-dunes, and an abandoned park called *Thiloruha;* and a few paces north from it, the great stone structure of the †*Marine Hospital.* Northwest of the Marine Hospital we strike one of the most beautiful points in the whole vicinity of Chicago, *Buena Park.* This little place, between †*Graceland Cemetery* and the *lake shore*, is made up of a number of country seats scattered in a beautiful park. The residences are all elegant, isolated, villa-like buildings, mostly in the style of English country houses. For a view of the place it is only necessary to pass down Buena ave., which runs from Buena Park R. R. Station to the lake. At the northern limit of the place is *Montrose Boulevard* (Sulzer st.), at the foot of which stand the *Lake View Water-works.* From here we leave Evanston ave. and follow, for a mile, the Sheridan Drive; the latter is here nearly completed, and is the former Sheffield ave., running from Buena Park to the boulevard, made over. For some distance on both sides of the road follows brush-wood and forest, although streets have been laid out and partly built. The elegant carriage-way of the drive presents a striking contrast to these surroundings. A mile north of Buena Park we come upon the recently developed suburb *Argyle Park*, with its beautiful dwellings, and then reach N. 59th st., which runs westward from the lake to *Andersonville* and *Summerdale.* We follow this street west one block and then turn north again on *Kenmore ave.* (Goodwin ave.) Here begins the beautiful suburb †*Edgewater*, which stretches along between the Evanston railroad and the lake, and is one of the most fashionable colonies in the whole vicinity of Chicago. The place has fine, electrically lighted streets, and new, isolated residences of fine architecture. On the S. E. cor. of Kenmore ave. and Berwyn st. stands a new church, a large rough-stone edifice with a wing at right angles and a square steeple. A few blocks to the

north, *Bryn Mawr ave.* crosses, and from here, after paying a visit to the oak-grown beach, past the Edgewater station, we follow Ridge street, which leads us in a northwestern direction from the Evanston R. R. to the Northwestern R. R. By one of the streets crossing Ridge st. and running west, we pass through Rose Hill and reach †*Rose Hill Cemetery.*

By taking N. Clark street, three blocks east from the cemetery, for the return, one passes, on the right, *Andersonville* and *Summerdale;* on the left, *St. Boniface Cemetery;* and somewhat farther south, the *Sunnyside Hotel*, in Ravenswood. Then Clark st. runs for some distance along the western border of Graceland Cemetery. As the remainder of Clark st. is rather monotonous, one would better take Graceland ave. We have, then, at our left again, Graceland Cemetery; and on the right, the small Hebrew cemetery and Lutheran cemetery; and then, crossing the track of the Chicago and Evanston R. R., south of Buena Park, we again enter Evanston ave., and follow the latter back to our starting point.

A TRIP THROUGH THE NORTH SIDE.

See Street Scenes—"A Lake Shore Drive"—for descriptive article.

Circuit requiring three to four hours' walk; two hours' drive. Rush Street Bridge and Street—Cass Street—Lake Shore Drive—Lincoln Park. Return: *Clark Street—Dearborn Ave.—Clark St.*

Along Wabash ave. to River st., business life; at the corner of River st. and Michigan avenue, the *Hoyt Building*, with a marble memorial tablet. Thence northward over *Rush st. bridge*, from which, looking eastward, a view of the river—the elevators, docks, mouth of the river, light-house, etc. Farther on, Rush st. is for some distance a business street, and then a residence street. Four blocks from the river are the *Grenada* and *Salvator flats;* and at the corner of Ohio st., the large *Virginia Hotel.* On both sides of the street, fine large dwelling houses; and at the northeast corner of Ontario st., the *McCormick* residence, a fine Renaissance building.

Huron st. On Huron st., cor. of Cass, the †*St. James Church;* and on Cass st., one block north, cor. Superior st.; on the left, the entrance to the †*Cathedral of the Holy Name*, and the adjoining priest's house, school-house, etc. On Superior st. eastward, back to Rush st. On the left, the †*Fourth Presbyterian Church.*

One block north, to *Chicago avenue*, one of the principal thoroughfares between the North and West Sides. Chicago ave., eastward to the *Water-works*, with their fine buildings, engines, tower. From the *tower* there is a *fine view* of the lake, the break-water, Crib, etc. *Boat houses* From here northward on *Pine st.* to *Oak st.;* then along the *Lake Shore Drive*, with its carriage-roads and bridle-paths and splendid promenade. To the left, fine residences; among them *Potter Palmer's Castle*, especially striking. Northward to North ave., to †*Lincoln Park.*

On North avenue, westward; on the left, the *archiepiscopal residence.* Four blocks farther on, take Clark st., pass †*Germania Hall* (cor. Grant st.), following the next street eastward to *Dearborn ave.* Southward on Dearborn ave.; on both sides *rows* of *fine residences.* Crossing *Division st.*, three blocks south, on the right, the new †*Newberry Library Building;* on the left, cor. of Walton Place, †*Unity Church.* One block to the right is the park-like *Washington Square.* To the south and on the opposite side (cor. Dearborn ave. and Washington Place), †*Club house of the Union Club.* On the left (eastward), the †*New England Church.* From here on, fine old dwelling houses; and on the right, the building of the †*Chicago Historical Society* (cor. Ontario st.). Four blocks southward, *Michigan st.;* on the right, †*Criminal court building* and *County Jail.* On Michigan st., one block westward, to Clark st. Immediately on the left, on Clark st., the *Revere House Hotel;* and adjoining it, the †*Jacob's Theater.* In the next block, on the right, †*Uhlich Block;* and beyond the viaduct, to the left, †*Hiram Sibley's Fire-Proof Warehouse;* then †*Clark street bridge*, which brings us back to the South Side.

A MANUFACTURING AND DISTRIBUTING CENTER

HALSTED AND CHICAGO AVE.

Standing on the viaduct that crosses the Northwestern Railroad tracks at Halsted st. and Chicago Ave. one begins to understand the importance of Chicago as a manufacturing and distributing centre. The path of the north branch of the river can be followed by the tops of the masts of vessels lying closely together at the docks as they are seen across the roofs of the intervening buildings. Mammoth elevator mounting up high toward the sky can be seen to the South and tall chimneys with black smoke pouring thickly therefrom, challenge comparison in height with the lofty shot tower at Clinton and Fulton sts. To the West are congregated numerous wood-working establishments of great size and capacity, in which the manufacture of chairs, furniture, mouldings, organs etc. give employment to thousands of men. Beyond the river to the East for many blocks the entire district is given up to a great diversity of manufacturing industries in which many thousands find occupation. The broad yard of the Northwestern road underneath the viaduct contains hundreds of freight cars from all parts of the country in seeming confusion, while darting to and fro are speedy locomotives busy taking a car out here, adding another there, and generally bringing order out of chaos. Moving across the viaduct to Chicago Ave. we come upon the round house of this great railroad. Radiating from a moveable track platform are about 25 tracks leading to as many doors in the circular building. A score of steaming locomotives, puffing and hissing, ready for action, await orders on the tracks between the platform and the building, while within the doors 2 or 3 more can be seen on each track all coaled and wooded ready for the torch. The East side of the river is occupied by coal docks with machinery high up on trestles for loading and unloading vessels. Just beyond the river we observe immense distilleries and malting houses. Large lumber yards are to be seen just south of the bridge. A little farther north we come upon half a dozen great tanneries, with huge piles of bark as neatly arranged

as if they had been carefully fitted within the walls of a building, which when afterward removed leave each great pile in the exact shape of a warehouse with pointed roof. Coal yards and depots line the river and the canal that here cuts off from it, while the docks are occupied by great lake steamers from Buffalo, Cleveland and other eastern ports. Convenient to the coal yards we see on either side of the river extensive gas-works. The east side of the river is almost wholly given up to lumber yards which extend away up beyond Division st. as far as North ave. West of the river above Division we come upon an immense tannery, occupying two whole blocks. Coal yards and stone yards, with tanneries occupy the river bank while near by are seen giant elevators and planing mills.

Parks and Boulevards.

The Park System of the city of Chicago is one of great magnitude. It is fortunate indeed that such extensive parks were laid out more than twenty years ago, as the great increase in the value of land would, to-day, preclude the possibility of devoting the land to this purpose. The city is encircled by six large parks which are connected with one another by 37½ miles of boulevards. In addition to these are scattered over the city several smaller parks. Every inhabitant of the city, living within a radius of ten miles from the city hall, can reach a park in 40 minutes. Those living outside that radius will, for many decades to come, find lawn, woods and water within a distance of a few miles.

To the North lies, less than two miles from the court house, *Lincoln Park;* west from this, at a distance of about 4 miles from the court house, *Humboldt Park*; south from this *Garfield Park*, and again south from this *Douglas Park*; west from Douglas Park is *Washington Park*, and east of this *Jackson Park.*

Of smaller Parks there are, besides, on the West and Northsides *Union, Jefferson, Vernon and Wicker Parks;* on the Southside *Gage Park* and *Midway Plaisance.*

These Parks taken together cover an area of 1902 acres, that is, nearly 3 square miles. There are, besides, 37½ miles of boulevards, covering 628 acres.

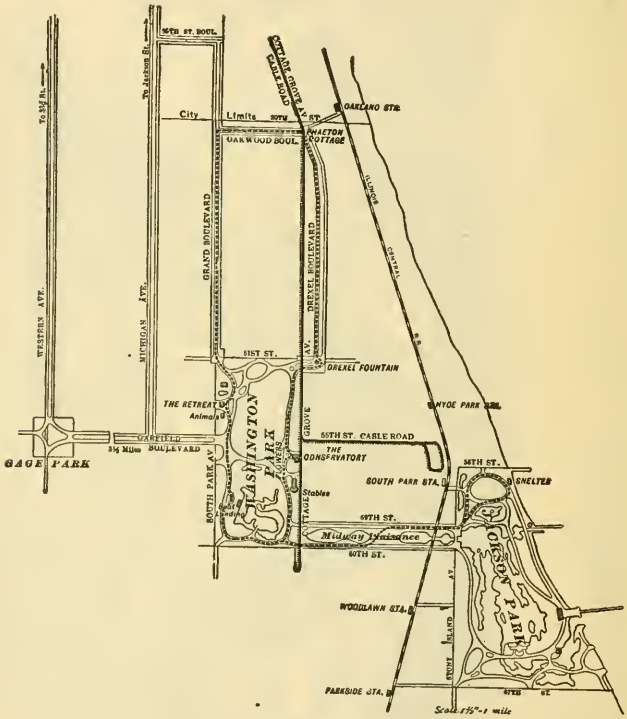
The connections between the parks and the city are good and are gaining every year in extent by the new means of transportation which are in process of construction and contemplated.

The system of parks and boulevards is under the administration of three park boards, one for each of the three divisions of the city, appointed by the judges of the Circuit Court of Cook County, and entirely independent of the regular city government. A certain tax is levied annually, with the city taxes, for the maintenance of the Parks.

Drexel Boulevard.

1.) South Side.

The Park System of the South Side, being, since 1869 under a common administration, consists of *Washington* and *Jackson Parks* that are connected with each other by *Midway Plaisance;* to the north the outlets are: *Grand* and *Drexel*

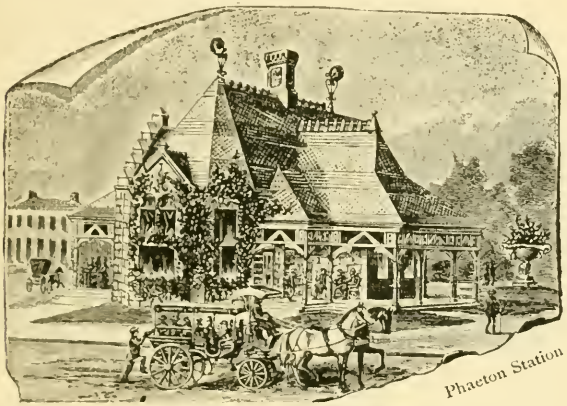


South Side Park System.

Boulevards, connected by the *Oakwood Boulevard;* while to the west *Garfield Boulevard* and, at the end of that, *Gage Park* form the connecting links between the park systems of the West and South sides.

Washington Park is bounded, on the North, by 51st street, on the East by Cottage Grove Avenue, on the South by 60th street, and on the West by South Park Avenue, which is a direct continuation of *Grand Boulevard*. It covers, in form of an rectangle, an area of 371 acres.

Jackson Park is bounded, on the North, by 56th street, on the East by Lake Michigan, on the South by 67th street, on the West by Stony Island Avenue; and covers, in form of an irregular square enlarging gradually toward the South, an area of 593 acres.


Phaeton Station

Approaches. Take the cable road of the South side two blocks east of the *Court House*, at corner of Randolph and State streets. The *Wab.* and *Cott. Grove Ave.* (Hyde Park) line leads in 50 minutes near the North end of Jackson Park at 56th street; the *Wabash* and *Cottage Grove Avenue*, *Oakwoods* in 33 minutes to the phaeton station at the corner of Drexel and Oakwood Boulevard, near 39th street, and in 40 to 45 minutes to the gate of *Washington Park*, at 51st street. By private vehicle, a drive is recommended through Michigan Avenue to 35th street, thence east to Grand Boulevard, following the latter, or Oakwood and Drexel Boulevards, to the parks. The local trains of the Illinois Central Railroad

leave Central Station about every 20 or 30 minutes and reach, in 27 minutes, *South Park Station*, opposite the N. W. gate of Jackson Park. Round trip 25 cents.

Phaetons may also be specially engaged at a reasonable charge for conveying parties to and from the parks from points, in *Hyde Park*, *Lake* or the *South Side* of *Chicago*, accessible on improved roads, by communicating with the general superintendent, by post, corner of Grand Boulevard and 51st street, city, or telephone No. 9822.

Pleasure boats to let in both parks.

Shetland ponies to hire in Jackson Park.

Permits for *archery*, *base ball*, or *croquet* are granted on proper application to the superintendent.

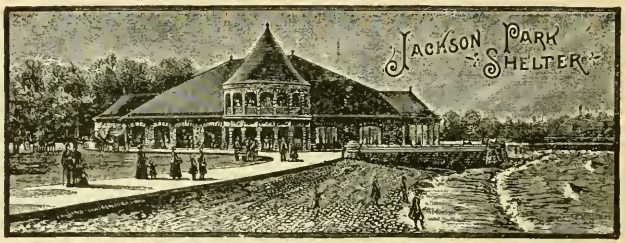
A Park Coach in the South Parks.

Phaetons leave the station at corner of Oakwood and Drexel boulevards every half hour between the hours of 9 A. M. and 6 P. M. A drive through the parks, via Oakwood and Grand boulevards, through Washington Park and Midway Plaisance to Jackson Park, back through Midway Plaisance through Washington Park and Drexel Boulevard, (about 9 miles) costs 30 cents; for children under 10 years of age 15 cents. For the inspection of interesting points stop-over tickets are issued.

Inspection. The following route is recommended: Pass from the entrance, at corner of Cottage Grove Avenue and 51st street by the large fountain, around the large ball-

Scenes in Washington Park.

grounds in south westerly direction to "*The Retreat*," the residence of the park inspector; where in the "café" small lunches are to be had. A few steps south of this is a small menagerie, containing among other animals a fine specimen of the large grey bear; thence following the paths in the park that run south east, the *artificial lake* and the *landing place of boats* are reached in a few minutes; or taking the carriage road to the left, we come upon the magnificent flower beds of the park, and further on, the *conservatory* with an interesting collection of tropical plants, adjoining it the *water lily pond*, and the spacious *stables* a little south of this. Arriving thence at the south end of the park, we see before us the adjacent trotting grounds of the *Washington Park Club* where annu-



ally, in the months of June and July, are held the grand races much frequented by the élite of Chicago.

In order to reach *Jackson Park*, turn east passing the shady paths of *Midway Plaisance*, a kind of grove, extending for over a mile between 59th and 60th streets. At the point where Jackson Park is reached, ends the cultivated section of it; the portion south of it, embracing more than two thirds of the whole park lot, lies as yet fallow.

It pays well to stroll through the charming, serpentine paths of the park and to take a boat ride on its pleasant waters which form a bay of Lake Michigan. A large verandah, "*The Shelter*," is situated on the shore of the lake, near the north end of the park, from which a magnificent view of the lake is obtained, and where, during the summer

months, *concerts* are held on Saturday afternoons from 4–6 o'clock, alternately with Washington Park.

To the West we find then as the next park, 3½ miles distant, and connected with Washington Park by Garfield Boulevard:

Gage Park, the smallest park of the entire system, lies at the junction of Western Avenue Boulevard and Garfield Boulevard and covers an area of 20 acres. It is carefully laid out and bears its name in honor of the late commissioner George W. Gage.

Approaches. By local trains of Chicago, St. Louis and Pittsburgh R. R. to the crossing at 49th street, which is not quite a mile distant from the park; or by private vehicle over the boulevards.

From Gage Park, the park system finds its continuation in:

The Western Avenue Boulevard which forms the connecting link between the parks of the South side and Douglas Park. The boulevard will be on its completion 200 feet wide and consist of a broad carriage road and several strips of shady lawn, avenues for riding and foot paths. It runs directly north for a distance of nearly three miles from Gage Park, crossing the Illinois and Michigan Canal, to 31st street, then west on 31st street to South Western Boulevard, then north to Laughton street, west to Douglas Park Boulevard and then north to Douglas Park.

West Side.

Douglas Park which is connected with Garfield Park by Douglas Boulevard, is the southernmost of the three large West side parks. It extends on the North to 12th street, on the East to California Avenue, on the South to 19th street, on the West to Albany Avenue and covers, in form of a rectangle measuring ¾ miles from North to South, an area of 180 acres, of which the artificial lake alone takes up 12 acres. It lies 4 miles south west of the Court House and is a fine specimen of landscape gardening.

Approaches. By Cable car, Ogden Avenue line, from corner of Lasalle and Madison streets, one block south of the Court House, we reach the entrance to the park in about 33 minutes. By railroad in about 18 minutes; see table of "Suburban stations."

Tour of the Park. Entering at Ogden Avenue gate, we see on the south side of the street a green house in process of construction which will be the largest in Chicago. Proceeding north west we come to an elegant building on the shore of the lake in which refreshments are served. At the foot of this building is the landing for row boats. Prices and regulations for boats are the same as in Humboldt and Garfield parks. Following on the west side of the lake, the shady, winding paths which afford charming and varying views of the water, we come upon a group of interesting relics from the great fire of Chicago in 1871, and further on, an artesian well which breaking forth from the rock, forms a waterfall before the opening of a grotto and pours into the basin of a lake. This well contains iron and has, like those of the other parks, medicinal properties. Thence we may cross the park in all directions and enjoy the view of the water, the fresh green lawn, and the luxuriant shrubbery.

Annually, some time in August, one may witness in this park the Chinese Festival of the Kites, which, being of a religious character, is strictly observed by the resident Chinese and affords to the unacquainted one a very odd spectacle.

The next Park is *Garfield Park*, north-west of Douglas Park and connected by *Douglas* and *Central Park Boulevards*, which, in a rectangular form extend for a distance of 1½ miles. These two boulevards are a pleasant drive, but up to the present time as yet in an unfinished condition; the improvements under way, however, will make them magnificent avenues.

Garfield Park, the middle and most westerly of the three large parks of the West side, nearly 4½ miles distant from the court house, extends on the North to Kinzie st., East to Central Park Ave., South to Colorado ave. and West

to Hamlin st. The middle part extends further to the East to Homan st. and is bounded on the North by W. Lake st. and on the South by Madison st. It extends about 1½ miles from North to South and covers an area of 185 acres, of which about 17 acres are taken up by the picturesque pond. The smaller part of the park, situated south of Madison st. lies at present fallow, while the northern part is under excellent cultivation.

From the north-east corner of the park leads, first in an eastern direction to Sacramento ave., then in a northern direction, the handsome *Central Boulevard* (extending in all about 1½ miles) to Humboldt Park. From the high viaduct by which the boulevard crosses the tracks of the Chicago, Milwaukee and St. Paul R. R., one enjoys a pleasant view of the surroundings. *Washington Boulevard*, which is lined with handsome dwelling houses, branches off in the middle of the park, running East to Union Park and further on, to the corner of Halsted st. It continues as West and East Washington st. as far as the South side, running past the court house.

West of Garfield Park are the large machine shops of the Chicago & Northwestern R. R. and South of these the extensive trotting grounds of the Chicago Jockey and Trotting Association.

Approaches: By local trains of Chicago & Northwestern R. R. from station at corner of Wells and Kinzie sts. (Northwestern depot: one block West from court house to 5th ave., from this two blocks to the North to the river and across the bridge to Wells st.) to Central Park station in 16 minutes. Round trip 20c. By street railway: From corner of Lake and Clark sts., one block north of the court house, via Lake st. to the park in about 50 minutes (take car bearing the sign: "40th Street"); or from corner of Madison and Clark sts. one block south of the court house, through Madison st. to the park in about 35 minutes.

Tour of the Park. Entering Garfield Park at Madison st. gate, we pass by a picturesque watering trough placed there by the Illinois Humane Society and, turning north-west,

reach a mineral spring containing iron, the water of which has medicinal properties for stomach and kidney diseases, and for the blood. It falls at the rate of 150 gallons per minute before the mouth of a small grotto. Following the same path on, we come at the shore of the pond to an elegant building that contains a restaurant. Below this is the landing for row boats. Prices and regulations for boats are the same as in the other parks of the West side. Proceeding in the same direction beyond the restaurant we come upon the *green house* that contains in a high cupola, a fine collection of tropical plants, among them fine specimens of Banana. The green house is surrounded by well kept flower beds. From here we recommend a walk through the winding paths of the park which cross, here and there, by picturesque bridges, the various branches of the lake.

The next park is *Humboldt Park* which is reached from here by *Central Park Boulevard*, extending in form of a right angle for 1½ miles northeast of Garfield Park.

Humboldt Park, the most northerly park on the West side, extends on the North to W. North Avenue, East to California and Sacramento Avenues, South to W. Division and Augusta streets and West to Kedzie Avenue. This park has a greater elevation than all the other Chicago parks and measures 202 acres.

Approaches. Take the cable train at the corner of Randolph and Lasalle streets, at the north-west corner of the Court House, the Milwauke Avenue and Humboldt Park Line, by which the north east gate of the park is reached in about 39 minutes; or take W. Division Street Line which takes you to the park in 41 minutes.

Tour of the Park. Turning south west from the gate on North Avenue, we come upon an artesian well containing iron; south of this the road leads along the shore of the lake to a pavillon with a balcony in which refreshments are served; and to the landing for row boats.

Boating. On Sundays 40 cents per hour, 25 cents per half hour; on week days 25 cents per hour, or 15 cents per half hour. The boats are provided with numbers and are,

at the expiration of the time for which the boat was hired, called back to the landing by signals corresponding to the number of the boat. For boat No. 25, for instance, the signal would be: 2 strokes = 20; 5 more strokes = 5.

Going south-west from the pavillon, we reach the *conservatory* which has a cupola for palms and tropical plants, a warm and a cold side wing, a store room for seeds and several hot houses, measuring 12 feet by 100, in which are raised the flowers for the flower beds in the parks and those surrounding the conservatory. The whole park affords a fine specimen of landscape gardening. A walk along the shady, well kept paths and the shore of the pond that affords, with its island and inlets, a varied picture, is strongly recommended. The illusion of walking in a natural park is so complete that the visitor must be surprised to learn that the whole park, every tree and shrub, is the work of the gardener.

The next park and the last in the chain of parks is *Lincoln Park*. It is intended to connect Humboldt and Lincoln Parks by *Humboldt Boulevard*, which runs in rectangular form North and then East for a distance of three miles. It is, however, as yet not completed, and for the present *North Avenue* forms the connecting link between the two parks.

North Side.

Lincoln Park. *Site, History.* Lincoln Park, being situated on the North side of Chicago, is bounded on the South by *North ave.*, west by *N. Clark st.* as far as *Centre st.*, *N. Park ave.* as far as *Fullerton ave.* and *Lake View ave.* as far as *Diversey ave.*, north by *Diversey ave.* and east by *Lake Michigan*. On the South it ends in the fine *Lake Shore Drive* (1 mile to Chicago ave.) which, under the name of *Sheridan Road*, continues beyond the park in a northerly direction as far as the military station *Fort Sheridan*, passing several pleasant villages. The park covers an area of 250 acres; it measures from South to North 1½ miles and is on an average ½ mile wide. The southern part of the park up to

1867 was used as a cemetery. It has since then, at considerable trouble and expense, been changed from a sandy strip of shore to one of the most charming parks of the city.

Approaches: Starting from the court house, the south end of the park (2 miles) may be reached, in 17 minutes, by North side Cable Road, via Clark st.; the gate at Centre st., (2½ miles), in 20 minutes, via Clark or Wells st. By private vehicle a drive is recommended from the South side over Rush st. bridge, thence through Pine st. to the water works (inspection of pumps); then along the shore on Lake Shore Drive (separate avenue for riding, airy promenade along the stone dam) to the park. From the West side a horse car line, starting in North ave., runs from Humboldt to Lincoln Park (3¼ miles in 36 minutes.)

Curiosities. The following route is recommended for seeing the park: From gate at corner of Clark st. and North ave. proceed northeast to the statue of *Abraham Lincoln*, that is above life size; it rises on a monumental base of stone. To the left, diagonally opposite, rises among the shrubbery a massive monument, the last remnant of the former cemetery. Beyond the Lincoln monument are, in a hollow, well-kept flower-beds and a fountain; then take straight promenade to the artificial lake. Through the arch of the carriage bridge, may be enjoyed a pleasant view of the *boat-house*, in which during the summer months refreshments are served. Passing along the shore of the lake to the left we see the *Grant Monument*, an imposing granite structure, as yet unfinished; from it, view of Lake Michigan. A few steps to the left, rises the monument of the bold pioneer, *Robert Cavelier de La Salle*, which was erected in the fall of 1889. Thence back to the pond and along its shores to the boat house; near it, to the left, a collection of relics from the great fire in Chicago in 1871. Among them, a meteor fallen in this park. Continuing our walk along the shore, we reach children's play grounds with swings; thence, crossing a bridge, the tasteful monument devoted to the memory of the *Ottawa Indians* by Martin Ryerson. The principal group is well executed; the fine reliefs represent scenes from Indian life.

Turning thence north, we descend a few steps and reach a spring issuing from a stalactic rock; the water contains iron. From there we turn to the basin of sea lions, thereby beginning the inspection of the well-stocked menagerie. Near them are two large voleries; the building opposite is devoted to the keeping of exotic animals; during the summer months these animals occupy airy cages outside the building. Following the paved way, we see the various animals placed in cages, hollows, grottoes and artificial ruins; up beyond the bear gardens are the cage of the American lions, the water basins of the fish otters and the spacious enclosures for buffaloes, elks, stags, deers and other grass-eating animals. These enclosures are divided into two large parts by a paved walk; at the end of this is, on the right, a beaver lodge. A few steps to the right we find the *Water Lily ponds*, fed with heated water; they contain gold fish, magnificent species of Victoria Regia, and a rich collection of water-lilies (nymphæa) in various colors, and other aquatic plants. Beyond the two ponds are the water works that serve exclusively for providing Lincoln Park with water. Passing thence behind the cages of the wolves, foxes and bears, we return between the latter and the enclosures of the lions and reach the attractive flower-beds of the park. At the South end of these rises a fine statue of *Frederick von Schiller*; in the centre plays a large fountain. Turning thence northward, we first reach the *Palm House* with interesting specimens of rare and beautiful palms and tropical plants. Passing by the *Ladies' Cottage* we reach the extensive system of the new *green houses*, the tall chimney of which can be seen at a distance. In the high central house (access from West) are chiefly large plants: cacti, gum and fig trees. On each side of this are seven green houses for smaller plants. Going again northward we reach the other and larger lake *Stockton*, (landing for row boats to the left). Near the shore is a spring the waters of which contain iron. On the South end of the lake basin, at the terminus of Fullerton ave. stands the beautiful *Linne Monument*, donated by Swedish citizens of Chicago. The bronze statue rests on an octagonal sub-

structure and a quadrangular pedestal of light gray granite.

We again proceed northward and soon reach the northern boundary of the park. One block to the North on Lake View Avenue is *Thielemann's Pavilion*, a large, well-managed place of resort with good restaurant; daily (except Sunday) evening concerts by *Rosenbecker's Military Band*. To return through the park we go around the northern bay of the *Stockton Lake*, ascend the hill to the left whence we obtain an extended view and then follow the path by the shore. From the south end of the lake we see at the left, on the shore of Lake Michigan, the red roof of the *Lakeside Sanitarium*, a hall built out into the lake on piles for the benefit of the sickly children of the metropolis, who can here inhale the fresh air of the lake. On the right of this hall is the landing for *excursion steamers*. Proceeding thence southerly by the shore of the lake we again reach the *Grant Monument* and south of it, thereby completing the tour of the park:

THE ELECTRIC FOUNTAIN, better called the "*luminous fountain*" the miracle from the late Paris exhibition, which has here proved an object of extraordinary curiosity. Although the principle of this spectacle has been known for almost fifty years and utilized for various theatrical effects, it was not until quite lately that the marvellous progress attained in the application of electricity made it possible to illustrate it in such a magnificent manner.

What is visible of the fountain is an immense basin with the pipes in the centre. On the East side (toward the Lake) of the basin wall is a bronze plate with the name of the donator: Charles T. Yerkes.

On the ground of the basin are the lead and iron pipes, the conductors, etc. which are, of course, covered by the water when the fountain plays. The fifteen large cylindrical tubes each of which is about four feet high protrude alone above the surface of the water. The seven central ones are grouped around the large middle tube in form of a hexagon. All these are vertical. The remaining eight tubes being arranged in form of a square are a little inclined toward the centre. Between these two groups runs in form of a circle an iron pipe two inches thick from which issue fifty vertical jets of a diameter of about one half of an inch. The eight large outer tubes are thus arranged: The coating which is several inches thick and covered with cement bears on its edge a circular lead pipe two inches thick in

the upper part of which are eighty openings each with a diameter of one-eight of an inch. Inside the tube is the pipe for the central jet with a diameter of an inch and a half. Further down this pipe turns at a rectangle running inside the wall of the tube to the conductor. The lower part of the tube is shut off by a thick pane of glass under which the illuminating apparatus is placed. Quite similarly arranged are the seven inner tubes, except that for the sake of variety the circular pipe on the edge has instead of eighty only eight openings, each of which is, however, half an inch wide.

The entrance to the operating rooms which are situated *under* the basin, is on the North West side of the basin.

Under the basin is a room extending over 45 square feet, from which the water works are directed and in which the electric light is produced. Ten powerful electric lights are thrown by a reflector through the thick glass above mentioned into the cylinder in the direction taken by the jet. Between the electric light and the glass is a frame in which are placed the colored panes of glass which are to produce the various effects. The five colors: red, blue, purple, green and yellow are applied either separately, or simultaneously, or mixed, producing in every instance most wonderful effects which can be infinitely varied. The water is not only simply illuminated by the reflex of the electric light but every drop is saturated with it.

When the fountain plays, a great number of lofty jets which high up in the air confound in a richly coloured cloud of vapors, surround the powerful central jet which often ascends to a hight of eighty feet, whereas the surrounding jets reach only about half that height. The effect is especially charming when the smaller jets are differently colored from the central jet. Thus the central jet may appear flaming red, like a column of liquid fire and be seconded by the smaller jets appearing in all the colors of a rainbow, one more beautiful than the other. Then suddenly the outside jets turn silvery, resembling a sea of diamond drops, while in their middle arises a powerful column of liquid gold. No description can do justice to the unlimited number of combinations which the operator produces by the arrangement of plates of different colors and which like magic pass before the eye of the spectator, enchanting him for hours afterwards. The spectacle must be seen; it cannot be described.

The view of the fountain is more favorable from a certain distance.

It is operated about one hour every pleasant evening during summer from 8 to 9 p. m.

One of the most remarkable improvements of late years, and a real ornament to the city is the Lincoln Park sea-wall.

An eagre having, several years ago, damaged the strand of the park and the carriage road running alongside it, and flooded parts of the park, it was thought that the repetition of such an occurrence might be prevented by constructing a quay.

First, along Lake Shore Drive, from Oak st. north to Lincoln Park, about a hundred feet from the carriage road were driven into the lake a double row of thick logs with their heads projecting but little from the surface of the water; on this foundation was then erected a wall composed of blocks of cement which now breaks the high waves of Lake Michigan. The space between this wall of stone and the carriage route has been laid out in an attractive manner.

At the beginning of Lincoln Park the logs are driven into the lake so as to form a bow, with the farthest point at a distance of two hundred feet from the shore. They terminate in the quay, a broad dam for the protection of the entire length of the park shore, with fine foot paths and carriage roads. As far as it is completed along North ave. (the carriage road of which may be regarded as a continuation of the quay), its construction is, as follows: Toward the lake there were driven two, at places even three rows of strong logs, at a distance of eight feet from one another, and connected with each other by beams, planks and iron rods several inches thick. The space between these logs is filled with heavy quarry stone. From this dam which is only ten inches above the surface of the water, rises an acclivity forty feet wide, paved with granite blocks on which the waves subside. Next to this is a splendid promenade sixteen feet wide, covered with large slabs of cement and bordered, on the West, by a few stone steps twelve feet above the surface of the water. The remaining part of the quay is occupied by the macadamized carriage road, forty-five feet wide and bordered by flower beds toward the inland water. This sheet of water, about 175 feet wide and extending between the park shore and the quay, is intended to serve for rowing as well as for steamboat landing, for which latter purpose there is, opposite to the Yerkes fountain, an opening through the quay to Lake Michigan.

Chicago oarsmen hold their annual regattas here and the occasion is one of the noted events of the year. Enthusiastic adherents of the naval clubs, admiring personal friends, fond relatives and anxious

sweethearts encourage the sparsely clad oarsmen with their presence, and the contests are generally close and very exciting.

This quay, suggested by general Joseph E. Stockton, compares favorably with similar structures at Venice and in the Riviera.

The park is, in the evening, lighted by electric light; during the summer concerts are held there on two evenings of the week. On Sunday afternoons good free concerts are given. Phætons and small pony wagons may be hired near the boat house, for drives in the park.

In the history of Lincoln Park is a humorous episode. The gates of the park at Garfield ave. are adorned by two sphinxes, which have attained a celebrity reaching far beyond the boundaries of the United States; and that, not so much on account of their beauty as on account of an order of the park commissioners that well illustrates the morality of Chicagoans. The newly appointed park commissioners were, some years ago, shocked at the nudity of these monsters and, therefore, caused them to be clad in corsets, made of sheet iron. The sneers of the public, however, that found an echo even abroad, brought it about that the sphinxes were again ridded of their unbecoming vesture; and since then they have been suffered to exhibit to the public eye their nude, luxuriant forms.

In connection with Lincoln Park there is yet to be mentioned the *Relic House*, a popular place of refreshment for park visitors. It is located at the western entrance of the park, at the corner of North Clark street and North Park avenue. The walls of this building are composed of thousands of curious and oddly shaped fragments collected from the ruins of Chicago, in 1871, consisting of intermolten glass, iron, crockery, tools, etc.

As places of refreshment in the neighborhood of the park, are further to be recommended *Stein's Cafe* (Germania Hall) and *Kretchmar's Summer-garden*, both near the entrance on North avenue, and *Faulhaber's Wine-house*, very tastefully fitted up in old-German style, at 526 North Clark street, three blocks south of North avenue, to the left beyond Schiller street.

Union Park.—*Site:* Two miles west of the court house, bordered by W. Lake st., Ashland Ave. Boulevard, Warren ave., Ogden ave. and Bryan Place.

Access: W. Madison st. cable car, or W. Randolph and W. Lake st. horse cars (15 and 25 minutes).

Union Park, covering about fifteen acres, is situated in the centre of the West side and surrounded by several large buildings, such as churches, etc. It is divided in two parts by *Washington Boulevard,* which begins at Halsted st. and connects it with the great boulevard and park system. Especially noteworthy are the *flower beds* between the double carriage road. In the middle are two large circular water-basins set in stone and connected with each other by a small canal, which is spanned by a fine stone bridge.

In the eastern part of the park in front of Randolph st. is a pretty little structure built partly of brick, partly of wood, in the style of the English country houses, and containing the offices of the West Chicago Park Commissioners and the superintendent.

A small *green house* adjoining it shelters interesting ferns.

Jefferson Park.—*Site:* The rectangle between W. Monroe, W. Adams, Throop and Loomis sts.

Access: W. Madison st. cable road, or W. Adams st. horse car line. (15 to 20 minutes.)

In spite of its small size a very pretty park. The artificial lake is spanned by three bridges made of rocks and tufa. On one of the mounds is an open pavilion constructed of natural logs, etc.; near by a bronze fountain with a basin set in stone. Opposite the south-east corner of the park is *Jefferson Park Presbyterian Church.*

The **CONCERTS** given at the West Side Parks are occasions for the gathering of vast crowds. The youthful, the young, the middle-aged and even the old people of both sexes and all conditions of life hasten thither in the evenings and the cars leading to the parks are never more crowded than on these nights. The audiences at *Douglas Park* differ in composition from those to be found at Garfield Park, while the Humbold Park audiences have a distinction of their own. Although many hundreds of the prosperous business men who reside in the vicinity gather in Douglas Park with their families on these evenings, and many carriages are to be seen gathered on the drives near the stand, nevertheles the audience, in the main, is made up of 'toilers'. Brawny young mechanics and bright-eyed young shop girls, sturdy laborers and comely servant girls prevail in the throng,

though many bright looking salesmen and flirtatious young milliners, are scattered among the crowd. The frivolous tendencies of the light brained youths are well held in check by the presence of so many decorous housewives with their families, who are busy not only in listening to the music but are also comparing notes and gossiping earnestly as to the behavior of any who may attract their attention. The wise leader of the band has arranged a programme for his Douglas Park patrons consisting mainly of those light popular airs of the day, which is always sure to please the democratic taste. Classical selections may do well enough for certain occasions but they 'don't go' here. At *Garfield Park*, however, the leader would feel that he had failed in his duty if he had not introduced some music of a high order in the programmes. There is a great concourse of buggies and carriages here, as Garfield Park is a popular drive for the wealthy people of the West side. The immense audience gathered on the seats and on the grass within sight and hearing of the music stand are well dressed, and while there are many mechanics in the throng still the bulk of the audience is composed of clerks, male and female, salesmen and saleswomen, stenographers and cashiers, with a sprinkling of servant girls from the wealthy residences near by. Washington Boulevard boarding houses are well represented and boarders from rival 'hasheries' meet here on a common footing and flirt desperately with one another. Flip young females are in their element and think they have no end of fun in the attention they attract, while reckless young salesmen, who are wont to cry 'Cash' during the business hours of the day, here break loose from all restraint and act 'silly'. The music is of a varied order; popular dreamy and classical selections appearing in the programme, so that all tastes find something to appreciate.

At *Humboldt Park* the leader shows his wisdom in arranging a programme composed mainly of selections from the German composers, with maybe one or two popular pieces to give 'American' character to the entertainment. The concerts here attract probably more visitors than at any other park and the appreciation of the music is universal. More children are to be observed, as the German custom of bringing the whole family prevails. Inspiring strains of Strauss follow closely a selection from Wagner, and the applause after each is very great. While in many features the scene brings to the mind a thought of Germany and the fatherland the observer still will miss one essential viz: 'the beer.' As in Douglas Park the presence of many entire families exercises a restraint on the young people strolling about and 'Otto' and 'Lena' are necessarily circumspect in their behavior. The thrifty character of the Germans can well be observed in the neatness and generally well to do appearance of the audience, while the presence of so many carriages attest their growth in wealth.

V.

City Institutions.

1) THE CITY GOVERNMENT.

The municipal government of Chicago consists like that of most American Cities, of a *Mayor* and *Common Council*, with the *Departments of Health, Law, Police, Fire, Education, Public Works, Building* and *Finance*, and the *City Clerk's, Treasurer's* and *Collector's Departments.* The Mayor, City Clerk, Treasurer, Attorney and Aldermen are elected by the people for a term of two years; the other officers and employes are appointed by the Mayor or the heads of the departments. The Mayor's power is supervisory over the various departments, controlling the police, with the right to veto or approve the ordinances passed by the Council. The Board of Aldermen or Common Council, meets every Monday evening, and consists of two aldermen from each one of the thirty four wards into which the city is divided.

The mayor is the presiding officer of the Common Council, and in his absence a member of the council is chosen to fill his place.

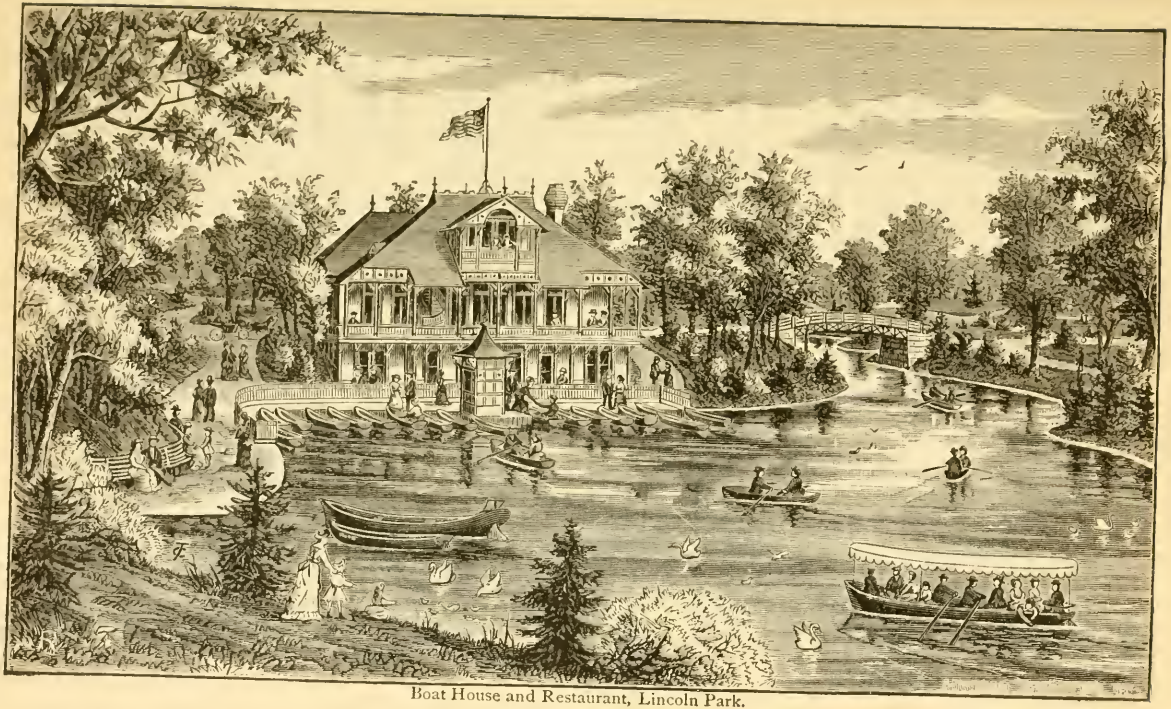
If an act of council is vetoed by the Mayor it requires a two-thirds majority to overcome the veto.

The City Officers and Departments have their headquarters in the City Hall, La Salle st. bet. Washington and Randolph st.

The *Law Department* consists of a Corporation Counsel and two assistants; and of a City Attorney, with assistants and clerks.

The *Finance Department* is in charge of the City Comptroller; and connected with it are the City Treasurer and City Collector.

The *Building Department* is in charge of a Building Commissioner, secretary and inspectors. To it must be sub-



Boat House and Restaurant, Lincoln Park.

mitted for approval, all plans for new buildings or improvements. To this department also belongs the inspection of fire escapes required on high buildings, elevators in hotels, houses, etc.

The *Department of Public Works* is the most extensive public department. It is controlled by a commissioner, assisted by the City Engineer. Under the control of this department are also the *sewerage system* and *streets*, the *water-works* and *water-tax office;* and the *designers of plans* and *charts*. All these administrative departments employ a large number of appointees.

Besides these there are the offices of *City-Sealer* of *Weights* and *Measures*. *Oil Inspector*, *Inspector of Steam boilers*; and other small offices.

The expenses of the city are covered by a direct tax on real estate and personal property, and the income from the license of various kinds of business.

The licenses collected in the year ending Dec. 31st 1890 amounted to $3,072,729.08.

Of this amount were paid $1000 each by: bankers, 34; butchers, 26; dogs, 58; exhibitions, 21; lumber yards, 11; pawn brokers, 13; peddlers, 39; street cars, 40; express wagons, 17; wholesale liquor dealers, 41; and saloons, $2,731,125.28.

Building Department	50,029.00
Police Courts	81,270.90
Dept. of Public Works	396,635.53
House of Correction	62,900.13
Rents	27,029.40
School, and school tax fund	2,218.844.40
Taxes	6,404,255.59
Water Fund	3,240,808.18
The former Suburbs	1,724,000.00

These are the principal items. The total income amounts to about $18,500,000 in which are not included about $5,000,000 of special taxes on property for the paving of streets, laying of sewers, etc.

The larger figures of the disbursements for the same period are as follows:

Building Department	49,000.00
Cost of Collecting City Taxes	80,000.00
Dept. of Public Works	1,806,052.29
Election Expense	84,000.00
Fire Department	1,300,000.00
Health Department	350,000.00
House of Correction	97,000.00
Interest Account	516,000.00
Judgment Account	59,000.00
Police	2,182,906.00
Public Library	91,484.00
School Fund	1,784,000.00
School Tax Fund	2,950,000,00
Street Lamp Fund	875,000.00
Sewerage Fund	532,000.00
Salaries	180,000.00
Water Fund	3,048,000.00
The former Suburbs	2,000,000.00
Besides, the city paid of fines collected to the *Erring Women's Refuge* ... each	3,461.50
" " *House of the Good Shepherd* .. each	
From the proceeds of Saloon Licenses to *Washingtonian Home*	15,000.00

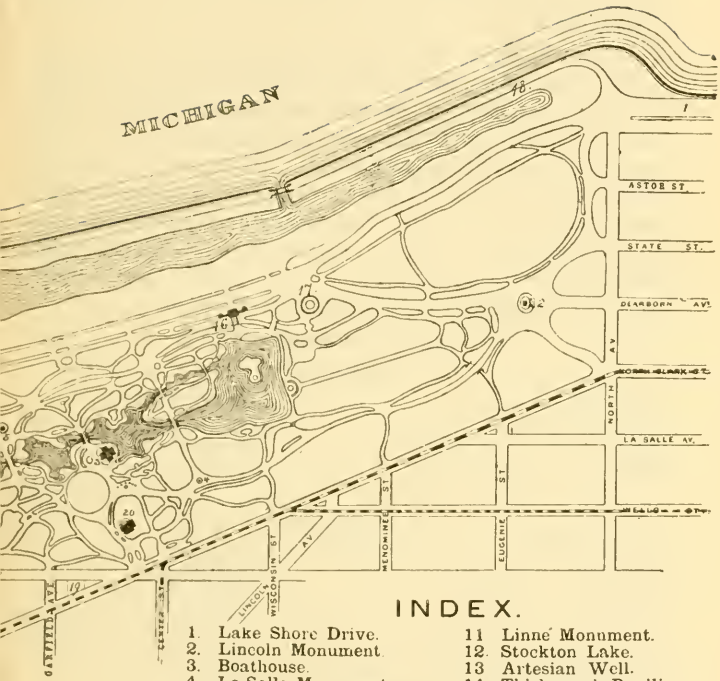
The small debt of the city is accounted for by the fact that it is limited, by the constitution of the State of Illinois, to a certain per cent of the value of taxable property. Since the valuation of property is laxly made, and in the case of personal property (which is accepted at one third of its market value) is made only on the unsworn statement of the tax-payer, the total valuation does not nearly represent the real value. And as, since 1875, the State Board of equalization has cut valuations still more, the taxable values have shrunk by nearly half; on the other hand, of course, the tax rate reaches nearly seven per cent. The appended table and figures will perhaps best illustrate the remarkable and wholly unmethodical taxation methods.

Plan

of

LINCOLN PARK

CHICAGO.



INDEX.

1. Lake Shore Drive.
2. Lincoln Monument.
3. Boathouse.
4. La Salle Monument
5. Ottawa Indians Monument.
6. Zoological Garden.
7. Lily Ponds.
8. Schiller Monument
9. New Palmhouse.
10. New Greenhouse.
11. Linné Monument.
12. Stockton Lake.
13. Artesian Well.
14. Thielmann's Pavilion.
15. Sanatorium.
16. Grant Monument.
17. Electric Fountain.
18. Lake Promenade.
19. Relic House.
20. Superintendent.

In all Cook County in 1889 there were found only $16,000 worth of silver-ware, $9,300 worth of grain and $950,000 of Bank capital. Now a single hotel has more silver ware; the smallest elevator seldom has less than $100.000 worth of grain; the single First National Bank has $7.000.000 capital; etc.

The whole debt of the city, Dec. 31, 1890, was $13,545.400. On the other hand, the city's property (not including bridges, viaducts, tunnels, etc.) is valued at $34,000,000. And while it can be claimed that this property is in part fixed to its locality and would be difficult to dispose if; it is known on the other hand, from proposals made that enough money could be raised from the sale of the very profitable Water-works alone to cover the whole debt of the city at once. The financial condition of Chicago may therefore be considered so favorable as not to be equalled by any other city of its size.

CITY PROPERTY:

Buildings.

Miscellaneous	$2,448,137.84	
Fire	557,200.00	
Police	440,795.00	
School	6,420,600.00	
		$9,866,732.84

Real Estate.

Miscellaneous	$ 1,528,000,00	
Fire	334,475.00	
Police	231,630.00	
School	2,339,256.00	
		4,433,361.00
Fire Alarm Telegraph	405,629.47	
Fire Apparatus	733,945.00	
Police Furniture and Equipments	171,495.58	
School Furniture	354,460.00	
Electric Light Plant	526,184.47	
Street Lamps and Posts	719,530.00	
Public Library	232,652.78	
Water Works	16,902,190.28	
		20,046,087.58
		$34,346,181.42

To this must be added the cash in the city treasury, varying between one to two million dollars.

2) THE WATER WORKS.

The water provision for the city of Chicago has passed within one generation through all the stages of development; from those primitive conditions when water was sold in the streets in buckets, to the present works, which are to be counted among the greatest and most perfect in the world. The city was first provided with water in a systematic way in 1842, by the "*Chicago Hydraulic Co.*," which pumped the lake-water into two reservoirs and the pipes with a 25 horse-power engine. In 1853 the *first city Waterworks*, which stood on the site of the present works on Chicago ave., were started, and likewise pumped water that was taken directly from the lake. They had a rectangular water-tower 136 feet high, rather ineffective machines and a receiving pipe protected by a break water.

But not only did the quantity of water soon become insufficient on account of the growth of the city; above all, its quality grew constantly worse. The fact that the Chicago river has almost no fall, and therefore has only a very slow current, was responsible for the other fact that the water at the mouth of the river took on a condition of stagnation, and — especially in midsummer — made perceptible all the evils of a brackish-water marsh. This was made worse by the bad practice of the slaughter and packing establishments, on the south branch at Bridgeport, of throwing all their wastes into the river. The steam tugs that trafficked there were obliged to take in their boiler water far out in the lake, because numerous explosions had been caused by the decomposition of the fatty and greasy substances contained in the river-water. Besides this, nearly all the sewers opened into the river.

The thick, brownish, ill-smelling and ill-tasting liquid finally diffused through the shore water of the lake, and was driven up toward the water works, especially when south winds were blowing, where it found its way into the receiving pipes. Finally, at the beginning of the cold season vast numbers of small fishes (Leuciscus phoxinus) made their appearance, and, reaching the houses through the pipes in

a living or dead condition, gave to the already tainted water a specific fishy taste.

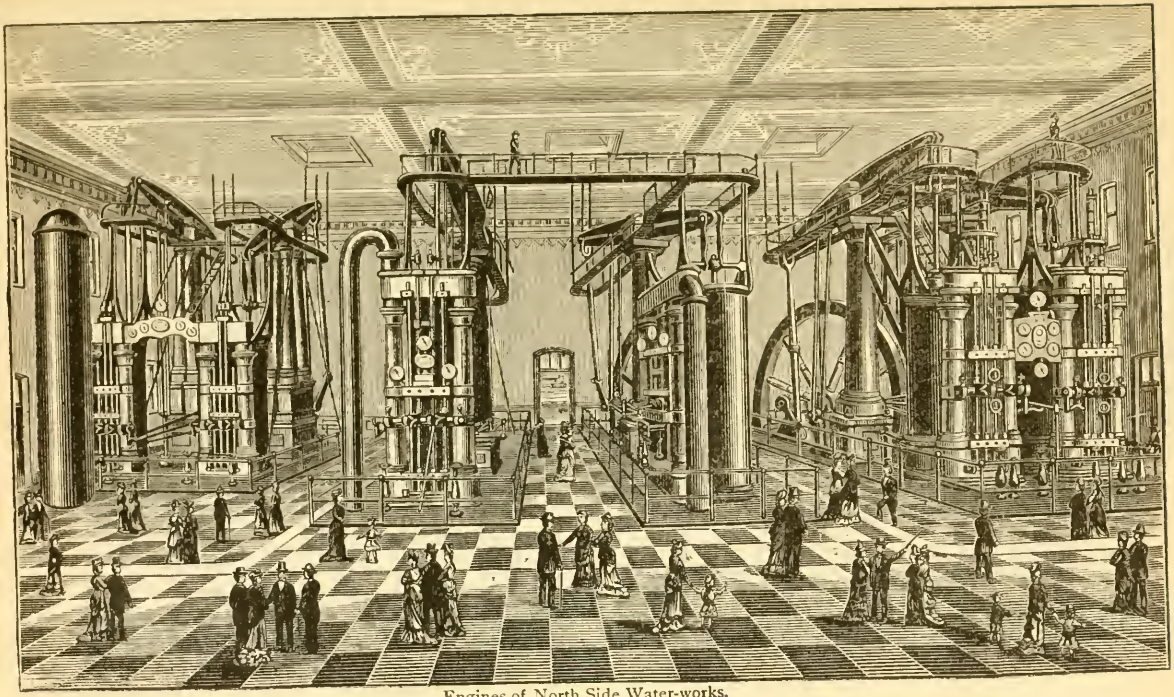
The question had at last become a "burning" one, and the newspapers compared this water distress with the seven plagues of Egypt. At last, in the midst of the disturbances of the Civil War, the city took energetic measures. Many projects were put forward, tested and rejected; then *E. S. Chesbrough*, the city engineer, who in other respects has rendered valuable services to the city, laid a new plan before the Board of Public Works. According to this plan, a tunnel two miles long was to be dug out from the shore under the bottom of Lake Michigan, through which the pure water of the lake was to be taken in.

The plan was adopted in spite of the protests and doubts of the eastern press; and on the 13th of February, 1863, it was sanctioned by the legislature at Springfield, and a year later, on the 16th of January, 1864, by Congress. Chesbrough began to make soundings, temperature investigations, etc.; and after the city had accepted, from among the proffered bids, that of the firm Dull & Gowan of Harrisburgh, Penn., the first spade was struck, March 17, 1864, with appropriate ceremonies.

Near the lake shore a shaft 9 feet in diameter was sunk and secured by an iron cylinder. When a depth of 69 feet had been reached, the lake tunnel was started in a horizontal direction. This tunnel has a section 5x5 ft 2 in., and a length of 10,587 feet.

The excavations began in a tough clay, and were interrupted by but few sand pockets. The masonry consists of an eight inch brick layer, which has the form of two approximated semi-circular arches, so that the form of the tunnel is nearly cylindrical.

At the same time there was begun, at the North Pier at the mouth of theChicago river,the construction of the "*Crib*", which was to be let down into the water at the outer end of the tunnel, to contain and protect the receiving pipe. It was built very strong and water tight, in the form of a low five-cornered column, 40 feet high,and 98½ feet in circumference,



Engines of North Side Water-works.

of 12 inch oak and spruce beams. The five corners were heavily armored with iron, as a protection against ice, etc. (A proper conception of the size of the Crib may be gained by remembering that 200 tons of iron alone were used in building it, and that it cost $100,000.)

In July 1865, the completed monster was launched amid great rejoicing, piloted to its destination, brought into position, and sunk by letting water into the flood gates. Then its wall-chambers were filled with stone, and anchored to the ground by means of Mitchell's marine mooring screws, such as were used in the Thames tunnel. After the central division had been pumped clear of water, the lake shaft was dug, from the bottom of the Crib, to the necessary depth of 27 feet. The shaft was lined with an iron cylinder 2½ inches thick and 9 feet in diameter, and on January 1, 1866, the other end of the tunnel was begun from its bottom. The work progressed from both ends by day and night, and after four-fifth of the distance had been dug from the shore, and one-fifth from the Crib, the two parts met Nov. 30, 1866. This completed a work which the "London Times" called the greatest of modern times. (At the Paris Exposition of 1867, the great work was distinguished by the award of a medal.) Tunnel and Crib were cemented within, and a light-tower and a watchman's dwelling were erected on the latter. The Crib was then protected by a break-water erected around it.

The internal finishing of the tunnel was so well done, that when examined in 1882, not the slightest rent was found.

The second part of the water-works consists of *pumping-machines*, the great *stand-pipes*, *boilers*, etc., in the "*North Side Water Works*", an architecturally impressive group of buildings at the foot of Chicago avenue. These are castle-like structures in the later Gothic style, and with their towers, battlements and crenelated walls of yellowish stone left rough externally, constitute in the midst of the beautiful plat, a real ornament of the city.

The *machine-house* (142x60 ft) contains the six great pumping machines, which lift the water out of the shaft and

drive it up the great stand-pipes, whence it flows off into the pipes by its own pressure. The largest machine, with 1200 horse-power capacity, on the southern side of the machine hall, has a cylinder 70 inches in diameter, a 10 foot lift, and a gigantic balance wheel, 25 feet in diameter and forty tons in weight.

West of the engine-house is the fine *water tower*. Above the four-cornered substructure flanked by four round towers rises the base of the water tower, built in similar style and richly ornamented with little towers and pinnacles; and above this rises the slender, octagonal tower, like a column, to a height of 175 feet. The eight round little towers that surround its top in a circle and the iron lantern make a picturesque finish. In the substructure rests the basis for the stand-pipe, a casting of six tons weight, and from here the 36 inch pipe rises to a height of 138 feet.

Between the stand-pipe and the walls of the tower a winding iron stairway, leads into the lantern, from where there is a fine view of the North Side and out upon the lake. Admission free.

In 1872 the city was compelled to dig a second tunnel. Its section is 7x7 ft 2 in., begins at a depth of 86 feet, and runs parallel with the first tunnel and at a distance of 63 feet from it. This tunnel also ends in the crib, and leads its water to the engines.

It afterwards appeared that the pump-works were not sufficient for the rapidly growing city, and the *West Side Water-works* were built at the corner of Ashland and Blue Island avenues. The plant is similar to that described above, and includes two pairs of compound engines, a tower 190 feet high with a stand-pipe 167 feet high and five feet in diameter, boiler-rooms, etc. These works receive their water through an enormous tunnel six feet in diameter and six miles long, passing under the city as a continuation of the second lake-tunnel described above. The construction of this tunnel across the city alone absorbed a million dollars. At about its middle, on Harrison street, near Halsted, is the third pumping-station, the "*Central Water-works*" with two pump-

ing-engines and a daily capacity of thirty million gallons. These three waterworks together pump in 24 hours 125,000,000 gallons of water; or about 120 gallons per capita daily for the population of the *old* city. (In Europe 40 gallons are regarded as an ample supply). More water than this cannot be conducted to the pumping stations through the two lake tunnels; and toward the close of the decade 1880-90 the necessity of constructing new lake tunnels and pumping-works became evident, particularly on account of the suburbs united with the city in 1889, which had deficient water-works and expected to secure an improvement in their water supply by a union with the city administration.

The water-works of the former suburbs are principally the following:

1) *Hyde Park* and *Lake*. The station with its pumping-engines is on 68th street and Juniata avenue; it has a pumping-capacity of 53,000,000 gallons a day, and a lake-tunnel one mile long and 6 feet in diameter with a capacity of 70,000,000 gallons a day. But a deficient system of piping, and the extravagant waste of water in the slaughter and packing houses at the Stock Yards in the town of Lake leave much to be desired as to quantity of water, aside from the already questionable quality.

2) *Lake View*. The pumping station, with a capacity of 19,000,000 gallons a day, is located on Sulzer st. The supply is drawn through three iron pipes, from 16 to 30 inches in diameter, laid on the bottom of the lake. These pipes are often stopped up by deposits, etc., and give cause for endless complaints. The water is often not fit for use. A lake tunnel with a Crib is in course of construction, and will probably be finished by the autumn of 1892.

Besides these, there a number of *artesian wells* in use in the suburbs. Work has now been progressing for several years on the *Water-works* of the *South Side*, which are now approaching completion; and which will supply the city with as much water as the three older works on the North and West Sides taken together, that is, 125,000,000 gallons a day. The new works are very similar to the old ones in principle;

but the difficulties to be overcome in the sub-marine constructions were far greater.

The *South Side water-works* consist of the following parts: a) Three shafts in the lake, protected by cribs, $\frac{1}{2}$, $2\frac{1}{2}$ and 4 miles from the shore; of which the first two are intended for temporary and the last for a permanent water entrance. b) A tunnel eight feet in diameter and four miles long, under the lake bottom, which at one point divides into two smaller parallel tunnels. c) Six shafts on land, connected by $1\frac{3}{4}$ miles of tunnel. d) The new South Side pumping-station on Indiana ave. and 14th st.

The lake tunnel, mentioned under (b), ends at the south east corner of Lake Park and is continued by two land tunnels, of which one, seven feet in diameter, and running first north and then west, conducts water to the Harrison st. station, and is also connected with the great West Side tunnel; while the second branch of the land tunnel, eight feet in diameter, runs southward and ends in the South Side pumping-station on Indiana ave. and 14th st.

3) THE POLICE DEPARTMENT.

The police department has for years been the sore spot of the administration of Chicago. The principal blame certainly attaches to the frequent changes in men and system, which take place every two years, whenever a new party or a new mayor takes the helm. With these changes many efficient officers are removed, and replaced by others who lack the training, the habits, and often the ability so indispensable to this calling, in order to make room for party associates. This evil political influence, which obtrudes itself in all police regulations, enforcement of existing ordinances, etc., is a real plague to the police authorities and a veritable drag-chain to their efficiency.

So that, in recent times, there has steadily developed, in the intelligent public and the press that represents it, a determination to remove this branch of the administration, as well as several others, entirely from political influence; as has already been in reality done in the case of the fire depart-

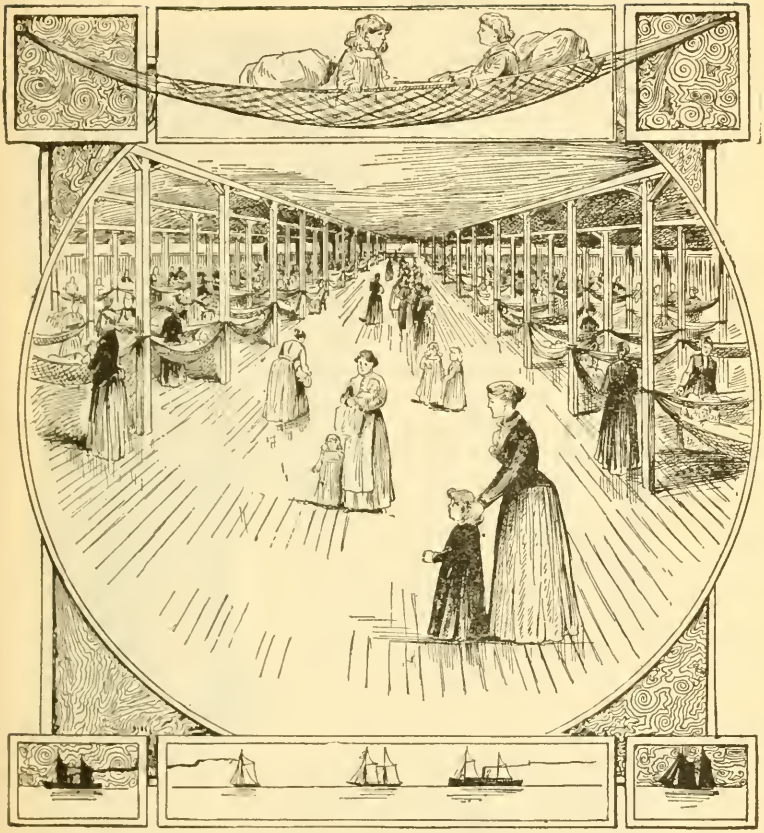
ment. The movement has the special support of the present mayor Washburne.

Moreover, the number of policemen, which is to be still further reduced, is already too small. Comparing the police force and population it appears that, aside of the large cities of Europe, the Chicago force hardly exceeds one-half of their average number. This disproportion is still further increased by the great area of the city (176 square miles) and the work implied in the regulation of the city's extraordinary traffic. On the other hand the police force finds some substantial relief in its excellent *telegraphic connections* and *patrol-wagon system*.

The first representative of a Chicago city police force was a constable, who had at the same time to perform the duties of town collector. In 1834 Chicago was given, along with all sorts of street and traffic ordinances, a Sunday law, which forbade the keeping open of tippling houses on Sunday. Long after the "town" had become a "city," even as late as 1840, two constables sufficed for the protection of the city, and not until 1855 was there a formal police force instituted.

In 1857 the force numbered 100 men; and in the next year the guardians of the peace for the first time wore regular uniforms. The first detectives were appointed in 1861, and in 1867 the whole force numbered 200 men, three years later 425, and so on by a steady increase, until, at the beginning of the year 1891, the whole number, including officers, had risen to 1900.

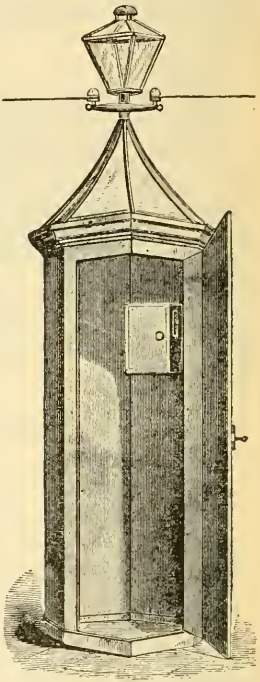
The department is directed by a *general superintendent*, who is appointed by the mayor. The city is divided into *ten precincts* and the *central station:* each in charge of a *captain*. The *precincts* are sub-divided into *34 districts*, each of which has a *station* and is in command of a *lieutenant*. Each district has, according to its size, from ten to sixty policemen, sergeants, etc. The district which includes the business center, with its head-quarters at the city hall, the so-called "*Central Detail*," consists of 205 picked men, who are especially charged with the regulation of traffic and the care for per-



LAKE SIDE SANITARIUM.
Children Swinging in Hammocks.

sonal safety in the heart of the city; besides these, the higher officers, general superintendent, inspector, secretary, etc., are connected with this office. In 1871, the city introduced its own detective service.

Two innovations in police service, for the first time introduced in Chicago, the *signal-boxes* and *patrol-wagons*, have proven very successful. Most of the *signal boxes* are located on street corners, are seven feet high and octagonal in form, and sometimes carry a lantern at the top. Every such box has complete arrangements for communicating with the district station, containing both a telephone and an alarm box. The latter is an electrical apparatus with a dial divided into ten fields, on which there are various designations, such as *accident*, *murder*, *fire*, *thieves*, *drunkard*, *riot*, etc. When the indicator is placed upon one of these fields and the lever which projects from the box is pulled down, the indicator of the corresponding telegraph at the nearest station points to the same field, and sufficient men to deal with the case are sent, or in case of accidents, speedy assistance.

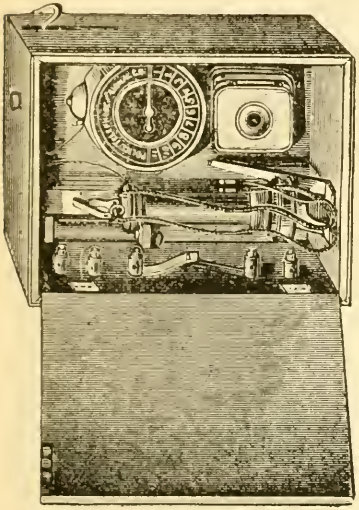


Standing Box.

The patrol wagons, which carry prisoners and the injured, etc., are provided with coverings, ambulances, ropes, handcuffs, etc., and driven at a very high speed; they are provided with alarm bells with which teams are warned to clear the road. Besides these public signal systems, many of the large business houses, banks, etc., possess private alarm boxes which form a part of the great system, and as a rule work automatically. Many cases of fire, burglary, etc., have by this means been avoided.

STATISTICS.

Among the 62,230 persons (51,638 males and 10,592 females) arrested during the year 1890, 1,087 were charged with burglary; 37,063 (more than half of the whole number), with disorderly conduct; 1,645 with vagrancy; 3,671 with theft; 3,082 were charged with being inmates of houses of ill-repute; 1,381 with being inmates of gambling places; 152 with loafing at street corners; 46 with being inmates of opium dens; 17 with murder; etc.



Signal Box. (Look sideways.)

The total expenditures of the department, including salaries, for the year 1890, amounted to $2,200,126.96. The value of property stolen during 1890 was $276,606.70; and of this, $228,885.73 worth was secured again by the police department. Fines to the amount of $363,938.00 were collected during the year. 3,828 lost children were returned to their parents; 13,057 women and children were cared for at the stations; etc.

The nationalities of the arrested will not be without interest. There were:

33,955 Americans (whites); 5,527 Americans (colored); 6,889 Germans; 6,426 Irishmen; 1,575 Swedes; 1,333 Englishmen; 1,027 Poles; 95 Chinamen; 14 Arabians; 15 Finns; 1 Turk; etc.—Nearly all the nations of the earth are represented.

4) THE HOUSE OF CORRECTION.

The *House of Correction* commonly called the *Bridewell*, is situated southwest of the city, on the northern side of the south branch of the river, in the midst of a great prairie plain of 58 acres. *Access*: Blue Island Ave. horse cars, about one hour from the corner of State and Washington Sts. From the terminus of horse car line a walk of half a mile.

The house of correction consists of the original building in the form of a cross, and a number of other buildings, partly connected with it, partly detached, serving as prisons or work rooms. The entire prison is surrounded by a wall with a tower at each of the four corners. On the Northwest end of the wall is the pest house.

The entrance is at the west, through a part of the building projecting from the front in the style of a castle, which contains the conveniently arranged business rooms of the institution, as well as the dwelling of the manager. With this is connected, still on the west, an octagonal building, which contains the living rooms of the officers. To this last building is joined, both on the North and on the South, a long line of prison cells.

Passing through this octagonal building, we come to a roomy kitchen, with modern furnishings, in which three large boilers for preparing the food of the prisoners attract particular attention. Passing to the right from here, in a northerly direction, we enter a newly built prison for men, containing 320 cells. This prison is built entirely of iron and stone, even to the stairway. It is remarkably well ventilated, its arrangements for ventilation being considered among the best in the United States. Each cell, 4½ by 7 feet in extent, has its own ventilating apparatus connected with the ceiling, and an independent connection with the general heating apparatus. The bed, consisting of an iron frame with an elastic covering made of cords and leather, is fastened to the wall by hinges, and can be raised and lowered at pleasure. A chair is fastened against the wall. Before each row of doors, is a long movable iron bar which, drawn towards the wall by machinery, closes all the doors at the same time, and locks them. On both sides of the prison, are long wash troughs for the use of the prisoners.

From the kitchen, we reach, by the means of an elevator, the second story of the octagonal building, which is used for school purposes for the younger criminals. In the third story is the hospital for men which, for the most part, has but few patients, since the regular hours and moderate diet prove very conducive to health.

Passing from this building to the southern wing, we enter the womens' prison containing 200 cells, with the hospital for women in the upper story. Joined to this southern wing, is the old prison for men containing 288 cells.

Next on the west, is the workroom for women, where, besides the Bridewell work, the entire washing for the police stations and City Hall is done.

Another building on the west, contains in the lower story, the carpenters' and repairing shops, and above, an establishment for the manufacture of cane seating for chairs, employing 115 prisoners. Again going in a southerly direction, we come to a detached, rectangular brick building, consisting of two stories, in the northern wing of which, in the lower story, is the store room. Above this another manufactory of cane seating employing 100 prisoners.

The eastern wing contains the laundry carried on by men, where all the ordinary washing of the male prisoners is done. In the story above are a *tailor's* and a *shoemaker's* shop for the needs of the male occupants of the place. Then follows the *bakery* which every day produces 3,000 loaves of wholesome, palatable bread for the prisoners, and also provides bread for the officers. Adjoining the bakery is the *reception room* for the newly arrived prisoners. Here, after the female prisoners have been consigned to the care of the matron, all the male prisoners divest themselves of their clothing, have their hair cut, are shaved, take a bath, and after putting on the prison uniform, enter the cells assigned them. On the next day, each prisoner is assigned one of the occupations provided by the prison.

On the eastern end of the last mentioned building, in the upper story, is still another cane seating factory, employing the juvenile prisoners from 8 to 19 years of age. West of this, is a *blacksmith shop*.

Outside of the prison wall is the *brick yard* which produces from 3½ to 4 million bricks yearly, for the use of the city. On the west, also outside the prison wall, is a dairy with twenty cows and twenty-three acres of land, on which vegetables are raised. Within the walls on the western side are stables for twenty-two horsses.

In the prison yard is a workshop for *stone cutters*, a *boiler room*, with six large boilers which furnish the steam power used in the institution, the steam for cooking and the power for driving the electric machine; there being 1,200 electric lights.

The *food* consists, in the morning, of meat, bread and coffee: at noon, of soup, meat, vegetables and bread; at supper, alternately of bread and coffee, and bread and mush.

The working time is ten hours per day, from 7 to 12 and from 1 to 6. Every prisoner is required to bathe twice a week.

The confinement in the cells without occupation on Sunday, and at the same time the lack of one of the three customary meals, together with the want of a library, make many prisoners prefer the State's Prison in Joliet.

The administration of the institution earnestly recommends the establishment of a municipal industrial school for the younger and less corrupted prisoners, after the model of the Industrial Training School at Feehanville, fully described in another place.

According to the different nationalities, the prisoners in 1890 consisted of 4935 Americans; 1392 Irish; 723 Germans; 278 Canadians: 238 English; 165 Swedes; 164 Norwegians etc; 112 Scotch; 81 Poles: 60 Bohemians etc.

5) MUNICIPAL BUILDINGS.

Cook County Court House and City Hall.—Situated in the centre of the city and occupying the entire block between Randolph, La Salle, Washington and Clark Streets, the immense double structure of the City Hall and the Court House is, with regard to dimensions and architecture, without doubt the most important building in the city, admitting comparison with the Anditorium alone.

The combination consists of two palaces in French decorative renaissance, completely harmonizing in style and dimensions, placed side by side and connected with each other by a cross structure. The basement and first story are built of massive sand stone bossages separated from one another by deeply cut indentures. They are enlivened by large pedestals projecting considerable from the front, and being coated at places, (for instance, at the entrances) by large slabs of polished granite. These pedestals support the most striking ornamentation of the structures, the numerous tall columns (35 feet high) of polished gray Maine Granite, which are crowned by Corinthian capitals and placed, in pairs or singly, around the facade of both palaces, reaching to the base of the uppermost story. There are many plastic ornaments in the renaissance style, especially on the second and third stories, and above the columns; the basement and the fourth story being more simple. On the East facade on Clark St. are, at the level of the fifth story, eight caryatides, allegorical figures, placed in pairs corresponding with the columns below. They are, going from South to North, *Agriculture* and *Trade*, *Peace* and *Plenty*, *Mining* and

Industry, *Science* and *Art*. Being placed at considerable height, they are, unfortunately not very effective.

The two main entrances on the long facades are adorned by spacious porches, consisting of four pedestals projecting from the front and being connected with one another by semi-circular arches. These pedestals support six of the large columns which are, in turn, crowned by the heavy pediment and a stone balustrade.

A cupola is planned for the octagonal structure connecting the two palaces.

6) CRIMINAL COURT BUILDING AND COUNTY JAIL.

Location: Corner Dearborn Avenue and Michigan Street.

The buildings containing these institutions constitute an isolated group in the midst of which is the *jail yard*.

They are bounded on the south by Michigan street, on the north by Illinois street, and Dearborn avenue on the east; an alley separates the group from the private buildings on the west. The *Criminal Court Building* (140 x 65 feet), is a three story structure of smooth yellow limestone, with its principal front on Michigan street. The architecture is in the forms of the early renaissance, and with better building material would produce a fine effect. Three flights of steps lead to the entrances of the corridors. The building contains below, the rooms of the *State's attorney* and his assistants and clerks, and in the two upper stories, the *Court Rooms* of the two branches of the criminal court and the accompanying judges' and jury rooms. The two jury rooms are distinguished from the other rooms by appropriate decoration and furnishing.

Through a door in the rear of the ground floor, one enters the jail yard and gets a view of the disposion of the buildings. The space is bounded on the right (east) by the *division for the insane:* before us lies the *jail proper*, an isolated two story rectangular building with grated windows etc. By a small covered stairway one enters the office of the jailor, which is situated between the wings of the main building. The jail itself includes within its walls the building containing the cells; this is a rectangular four story structure surrounded by iron galleries and connected with the other building only by the roof.

The space running all around within the walls serves for the exercise etc., of the prisoners during the time allotted for it. Between the office and the nearest wall of the building containing the cells, the space is occupied by a number of cage-like compartments through

the strong wire grating of which such friends of the prisoners as have been admitted can converse with the latter. The barred space to the right of the office door is the *consulting cage*, in which lawyers are allowed to advise with their clients. The *number of cells* is 136 for men, 48 for women, and 14 for youthful prisoners. The regular visiting days are Tuesdays and Fridays from 10:00 till 11:30 in the forenoon and from 2:00 till 3:30 in the afternoon.

The only direct connnections of the three buildings are two covered iron foot-ways at the level of the second stories, which lead from the department for the insane and from the jail proper to the Criminal Court Building.

The third building, for the *temporary detention of the insane*, is a simple two story structure with the front and entrance on Dearborn avenue; and contains, among other rooms, a number of solitary cells and the office of the *county physician*.

7) FIRE DEPARTMENT.

Until 1835 the fire apparatus of Chicago was confined to the legally prescribed *fire buckets*, of which every citizen or owner of a house was required to keep one. In case of fire he was obliged to hasten to the spot and place himself under the orders of the supervisor of his district.

In 1835 the *first fire engine* was bought at a cost of $895.00 and on the 4th of November of the same year a volunteer fire company was organized. In 1855 the first steam fire engine was secured, but declared unfit for use and sent back; but on the 5th of February, 1858, a second one was bought and added to the fire apparatus under the name of "Long John."

The existing *volunteer fire department* not a little proud of its efficiency and an object of admiration on the part of the feminine population of the city, occasionally held contests with companies of the neighboring cities, and had developed in its various companies, which were jealous of each other, a regular *esprit de corps*, which was decidedly unfavorable to the "puffing intruder." There was a well grounded fear for the safety of the endeared volunteer service, and on March 6th, 1858, six of the fire companies, led by music, marched through the city, to the City Hall, to give expression to their indignation. In the meantime the city authorities had very wisely taken precautions to meet the uprising by drawing into service an extra police force of 200 men; and after a number of the disturbers of the peace had been arrested, the remainder found it convenient to retire,

Grand Boulevard.

leaving their engines behind. A reproof to those who had been arrested ended the serious incident.

On the 2nd of August, 1858, by a decision of the council, a paid fire department was established and shortly afterwards the volunteer department was abolished. At the same time three new steam fire engines were purchased, and in February, 1860, two more were added.

On the 16th of February, 1865, a separate *Board of Police and Fire Commissioners* was established, which, proving inefficient, was soon again abolished. In 1871, at the time of the Great Fire, the department consisted of 17 steam fire engines, 194 men, 91 horses and the other usual apparatus. October 20, 1871, the *Fire Patrol* was estab-

The Police Patrol.

lished in connection with the fire department. It is supported by the Insurance companies doing business in Chicago and consists of two divisions, each containing ten men and a chief. Its aim is to reach a fire at its first outbreak, and to reduce as far as possible the losses of the insurance companies by covering the wares with oil-cloths and otherwise protecting them. With this view the service is mainly organized for speed and usually arrives very promptly on the scene of a fire.

The *fire alarm telegraph* was first put in use in June, 1865, and has proved of great value. It forms the principal part of the general

city telegraph system, which is in charge of the fire department. The central bureau is located in the western part of the ground floor o the City Hall, whence connections are maintained with all police stations, engine houses, patrol boxes and fire alarm boxes. The square, red fire alarm boxes, which attract the attention of the stranger, are of two kinds: (1) the *old lock boxes* with keys in the neighborhood, which are being gradually displaced by the others: (2) the *new boxes*. These have on the outside a handle that is turned until the box opens. The turning is accompanied by the clanging of a very shrill bell, which is intended to call the nearest policeman to the spot. The alarm is very effective in preventing the commission of mischief by sending false alarms. After the box has opened, one pulls vigorously at a hook within and then lets go. This sets the apparatus in the box into action and sends the alarm number to the Central Station. The Central Station then sends the number over the whole system and brings into action an extensive apparatus by which the number is struck on the gongs of the police stations and the engine houses.

By the telegraph system of the fire department the city is divided into fire districts, each of which has an alarm box. Twelve or fifteen of the nearest engines are assigned to the number of each of the alarm boxes, and are called out as follows: (1) By the "*still alarm*." The engines near the scene of the fire are called out directly by the neighborhood without the use of the electric apparatus. The station notifies the whole department through the Central Station that its company is at work. There is no alarm of the fire bells. (2) By the *first alarm* through the alarm box near the fire. The number having reached the Central Station, a switch is turned by which a connection of the whole electric system is established, and all the police stations and fire companies are notified. The fire bells of the city are sounded. This calls four or five engines to the scene. (3) By a *second alarm*. This brings four or five more of the engines assigned to this number to the scene; and the fire bells are sounded again. (4) The *third alarm* calls out the remaining four or five engines assigned to that number. (5) The *second and third alarms combined* call out the engines under (3) and (4) at the same time. There is no "general alarm." In cases of necessity the fire marshal orders out more individual engines by telegraph.

By means of the *fire bells* the number that has been called is announced in the following way: 3. 4. 3 = three single strokes followed by a short pause, four strokes followed by another pause, and three more single strokes. When the fire is extinguished the fact is announced by a single stroke of the bell.

The city telegraph system now has 169 miles of under-ground wire, and 1712 stations from which a fire alarm can be sent in. Of these, 733 are fire alarm boxes; 607 of them are public and 372 are private police boxes.

The *Apparatus of the Fire Department* is as abundant as it is excellent. While it possesses all the later improvements, it has an especially effective weapon in the new fire tugs, which render assistance from the river or the lake. The *Fire Apparatus* comprises at present:

3 fire boats; 1 water tower; 66 steam fire engines; 17 chemical fire engines; 4 chemical engines and hose carts combined; 56 steam heaters; 26 hook and ladder trucks; 38 four wheel hose carriages; 23 two wheel hose carts; 14 hose wagons; 8 supply wagons; 6 fuel wagons; 21 fire marshals' wagons; 386 horses etc., etc.

The total force consists of 41 civil officials and 820 uniformed firemen. The latter, divided into groups of from nine to twelve men each with a captain, form 56 fire companies; these companies again are grouped in thirteen battallion districts, each of which is in charge of an assistant fire marshal. The fire marshal controls the whole force; he is nominated by the mayor and confirmed by the city council.

In 1889 the fire department was called out by 2,895 alarms. 2,075 fires were suppressed, with a total loss of $2,154,340; 16 of these fires caused losses of more than $30,000; and 64 of them were incendiary.

The fire department has charge of not only the telegraph system, but also of the electric lighting of the city. The latter was first introduced in 1887, and there are now 4 power stations and 1929 double carbon lamps; their number however is constantly increased as the new lights are not only better but also much cheaper than the old gas lights.

The expenses of the department for the year 1889 amounted to $961,201.54.

8) HEALTH DEPARTMENT.

The *Department of Health* is in charge of a commissioner and a staff of assistants. The sub-divisions of this department are (1) the Vital Statistics Division; (2) the Medical Division, with nine physicians; (3) the Sanitary Division, with thirty-eight officials; (4) the Meat and Odor Division, with eleven officials; and (5) the Tenement, Factory and Smoke Division, with forty-two officials.

The total number of deaths in 1890 was 21,856; that is, 18.22 per thousand of the population. Among the diseases of the year 1890, the influenza in an epidemic form was especially noticeable, and was unusually severe in the months of January, February, March and April. The whole number of cases of sickness arising from it is estimated at 100,000. Although only 112 deaths can be directly charged to influenza, it nevertheless aggravated many cases of sickness, and certainly often hastened death, especially in cases of consumption, pneumonia, and diseases of the air passages.

Mortality-Statistics for the Year 1890.

The most noteworthy FIGURES OF THE TOTAL OF DEATHS are the following: Cholera infantum, 1058; Croup, 380; Dysentery, 356; Diptheria, 881; Typhoid fever, 1008; Phthisis Pulmonalis, 1972; Convulsions, 1263; Cerebral Meningitis, 571; Sunstroke, 152; Bronchitis, 769; Capillary bronchitis, 420; Pneumonia, 2073; Enteritis, 436; Gastritis, 207; Gastro Enteritis, 494; Burns, 46; Crushed 60; Drowning, 140; Railroad accidents, 264; Elevator accidents, 18; Street car accidents, 35; Hanging, 1: Wounds, fall 123; Explosion, 43; Run over by wagon, 27; Murder, 10; Manslaughter, 67; Suicides, total 206, of which by Drowning, 27; by Cutting throat, 16; by Shooting, 80; by Hanging, 32; by Rough on Rats, 16; by Morphine, 8; by Throwing self before cars, 2; etc.

NATIVITIES:—Chicago, 10,994; U. S. Elsewhere, 3,376; Germany, 2,632; Ireland, 1,677; Canada, 329; England, 387; Other Foreign Countries, 2,231; Unknown 227; Atlantic Ocean, 3; Total, 21,856.

SEX:—Males, 12,034; Females, 9,822; Total, 21,856.

COLOR:—White, 21,488; Colored, 368; Total, 21,586.

SOCIAL RELATIONS:—Married, 5,497; Widows, 1,143; Widowers, 617; Single, 14,599; Total, 21,856.

STILL BIRTHS:—Premature Births, 695; Still Births, 1,491.

VI.

Federal Institutions.

U. S. Custom House and Postoffice.—The customs and postoffice officials occupy the large government building, which is situated on the block bounded by Adams, Clark, Jackson and Dearborn Sts.

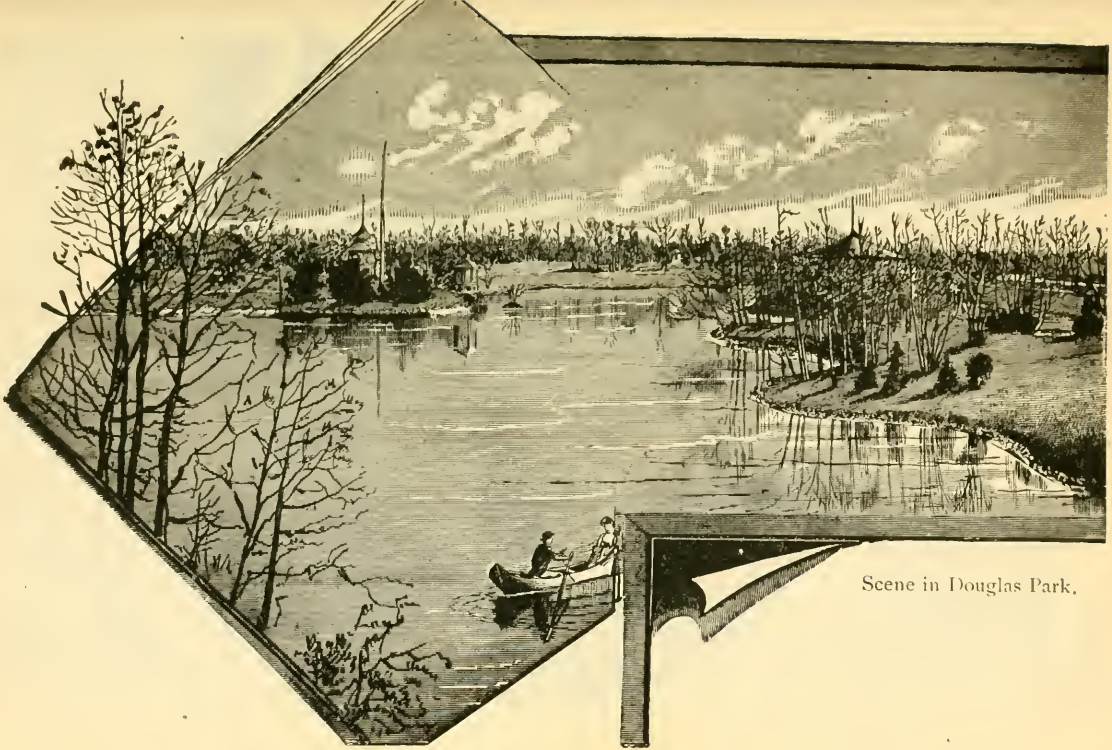
It is a four story structure of gray sandstone, in Roman-Venetian style, erected in 1873 at a cost of $4,125,000. But though so recently built it has already become so delapidated in consequence of its insufficient foundation that the citizens are strongly urging its demolition and the erection of an entirely new building. The center is occupied by a closed court, covered near the level of the second floor by a glass roof. The *Postoffice* occupies the north half of the basement and the first floor, including the covered court. In the basement are the rooms in which the wagons discharge their loads, as well as large rooms in which mail is assorted.

The second floor is occupied by the *Internal Revenue Collector, Sub-Treasurer, Commissioner of Pensions and Special Mail Agents, etc.*

The third floor has the *United States Courts, Interior Department, Law Department, etc.*

The Postoffice--History. The first reliable information concerning Chicago's postal relations is found in "Keating's Narration of an Expediton to the Source of the St. Peter's River," 1823; the account mentions the meeting of a mail messenger on the way from Fort Wayne to Chicago. After the frozen feet of the mail carrier between Green Bay and Chicago had to be amputated in the winter of 1832, a postal service on horse-back was introduced; in 1833 there was one by wagon, and in 1834 there was a four horse mail coach. The Indian trader Bailey was (from March 31, 1831) the first U. S. postmaster, and had his office in a log house near the corner of Lake and South Water streets. After that the postoffice moved about until in 1855 the government erected a home for the postal service at the corner of Monroe and Dearborn streets.

Until 1832 only a monthly mail reached Chicago. Even in 1833 when there was a weekly mail, the postal receipts aggregated only $15 or $20 a quarter. In those times "*mail day*" brought people from all over the country, sometimes a distance of 100 miles, with long lists of names of those who expected mail. The postage, twenty-five



Scene in Douglas Park.

cents a letter, was in those days frequently credited by the postmaster; this custom however was soon abolished. As early as 1834 there was a semi-weekly mail; in 1835, mail came three times a week; in 1837, there was a daily mail connection with the east, and in 1839 it was mentioned with satisfaction that the mail had reached Chicago from New York in seven and one-half days. Thus the postoffice grew

The Postoffice after the Great Fire.

and increased the number of its employes until in 1857 it required the services of 56 persons.

As a matter of course the development of the postal service kept pace with that of the city, and at the time of the Great Fire, the postal business had grown to gigantic proportions, in spite of the fact that after 1865 with the improvement of the railway mail service, much

of the eastern and western mail that had hitherto been delivered here for sorting, was no longer re-distributed here.

The Great Fire of 1871 was a heavy blow to the postal service. The fine Postoffice, which stood where the First National Bank Building now stands, went up in flames. But thanks to the energy of the postal-authorities, not a single letter, nor even a newspaper was lost; the mail that was on hand was promptly despatched, and even the delivery of mails that arrived during the confusion that reigned after the fire was accomplished with a success that exceeded all expectations. The postal service established itself in the branch stations that remained, the street cars were utilized for collecting the mails, and by the close of the year the main postoffice had found a temporary home, adequate to its wants, in the Methodist Church at Wabash avenue and Harrison street.

The growth of Chicago's postal business may be seen from the following figures, expressing pieces delivered, thousands: 1865, 217; 1868, 1180; 1870, 1875.

In 1871 the postoffice in Chicago was the second in importance in the United States. In 1874 the number of letters delivered exceeded 15 millions; the letters collected, 25 millions; in 1881, letters and postal cards delivered, 44 millions, newspapers, 9 millions; and in 1885, 115 million letters and 20 million newspapers were delivered; in 1890, 191 million letters and 37 million newspapers were delivered.

The service at present consists of a principal postoffice, 11 carrier stations and 22 sub-postoffices, employing *769 regular mail carriers*, and *200 substitute carriers; 800 clerks* and 75 substitute clerks; *in all, 1,844 persons.*

The **U. S. Sub-Treasury** is located in the second story of the Custom House Building. It is the general depository for all federal officers and army paymasters in the west, and east as far as Ohio.

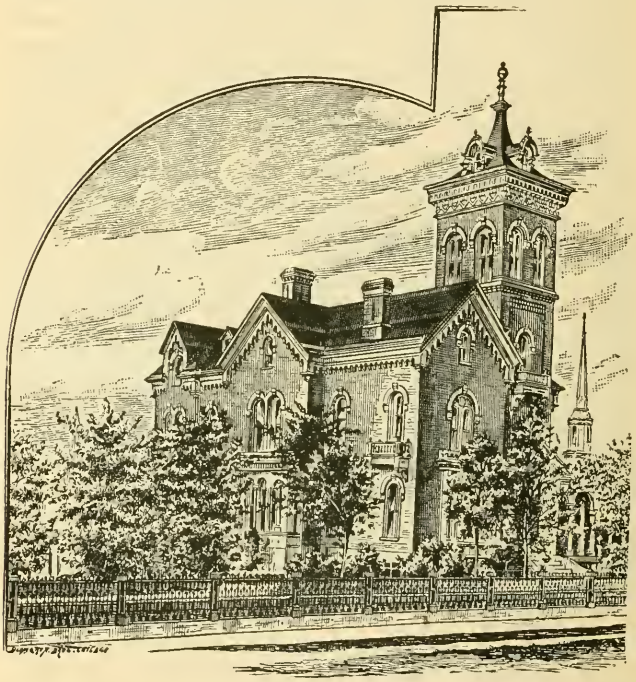
It handles the receipts of 2,850 postoffices and pays 45,000 pensions annually.

Its importance to the commercial world is particularly in the exchange of different kinds of currency and the redemption of such as is unfit for circulation. About $25,000 of mutilated paper currency is redeemed daily, besides a large amount of abraded and mutilated coin.

The average "cash on hand" is about $15,000,000 divided as follows: $6,000,000 gold, $1,500,000 silver dollars, $750,000 half dollars, $250,000 quarters, $15,000 dimes and nickels, $10,000 one

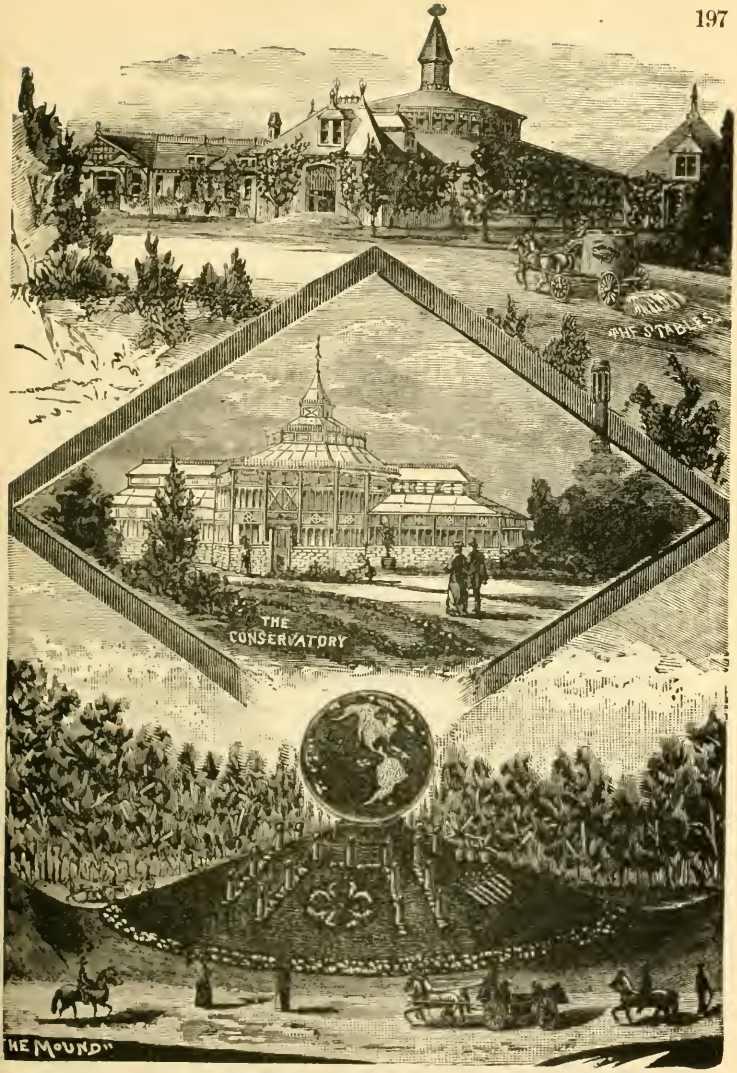
cent pieces, the remainder being paper money of different denominations. A large part of the latter is in 1,000, 5,000 and 10,000 dollar bills, but these seldom get into general circulation and are used almost exclusively in dealings between banks. A package the thickness of an ordinary brick, made up of these 10,000 dollar bills would represent something like one and a half millions of dollars.

If part of a national bank note has been torn off and lost, the fragment or fragments presented for redemption must show three-fifths of the original surface of the bill and must bear the signature of at least one of the bank officers, in which case the note is redeemed in full. Mutilated coins are not redeemed at all; on the other hand, no deduction is made for natural abrasion.



A picture from old Chicago. The Schüttler Residence on West Adams St.

The **Appraisers' Building**, (Harrison and Sherman Streets, opposite Grand Central Depot), containing the rooms and offices of the U. S. Appraisers, is a handsome eight story structure of fine Connecticut brown-stone. In its interior arrangement it is substantial and well adapted to its purpose.



Scenes in Washington Park.

Business-Blocks and Buildings.

The **Auditorium Building** which is bound by Michigan Ave., Congress street, and Wabash Ave., is the largest building in Chicago, and one of the largest in the whole country, being in area inferior only to the capitol at Washington and the State House at Albany.

The building which is partly in Romanesque style, makes a rather cold impression and gives no indication of its chief destination, which is that of a theatre. Its architecture has evoked much unfavorable criticism and frequent comparison with European theatres, from laic as well as professional circles who did not, however, take into consideration that the building was a product of private enterprise, and could not, consequently be compared and criticised by the same standard as buildings in Europe serving similar purposes but being erected and supported by public funds. The spirit of enterprise which created so immense a building from private means deserves, on the contrary, full recognition; and as for the structure itself, it must be said that it makes after all an imposing impression; that it is built in a very thorough and solid manner; and that much may be said in favor of its interior arrangements.

The ten story structure receives, from the immense squares of the basement, a monumental character. Six large semi-circular arches reaching up to the second story, form the entrances; the three on Michigan Avenue to the Auditorium Hotel; the three on Congress Street to the restaurant. Adjoining this on Congress Street, is the tower which

projects above the building and contains in its lower part again three semi-circular arches which form the entrance to the theatre. On Wabash Ave., are the rectangular entrances flanked by massive polished columns and leading to the business offices and Recital Hall. Round this substructure and two more stories (with the loggia and the balcony on Michigan Ave.) are ranged forty large, round arches reaching through four stories. Above these follow forty smaller semi-circular arches reaching only through two stories, and one more story with a heavy crowning terminates the building. The tower overtops it by seven stories.

The execution of the building was, in 1885, entrusted to Messrs. Adler & Sullivan, two Chicago architects, the former of whom, a German, took charge of the architectural part and the latter, an Englishman, of the interior appointment and decoration.

On December 9, 1889, two years and eleven months after the laying of the foundation stone, the building was opened to the public with appropriate festivities at which were present Benjamin Harrison, president of the United States, many men of national repute, well known personages from the state and the city and a very numerous and select public.

To give an idea of the dimensions of the structure, we mention the following authentic figures:

The main facade on Congress Street measures 362 feet, that on Michigan Avenue 187 feet and that on Wabash Avenue 162 feet. The building covers an area of 62,000 square feet. The foundations are constructed very carefully. On a floor of pine wood lies a coat of cement four feet thick. A great many steel rails of which for the tower alone four miles were used, materially increase the solidity of the foundation. The outside walls are constructed of Maine granite and dark yellow Bedford stone. There were used besides 17 millions of brick, 60,000 square feet of plate glass, 6,000 tons of iron and steel etc. The iron construction alone, including the stage, amounted to over $600,000. The weight of the whole structure is estimated at 110,000 tons, of which 15,000 tons must be attributed to the tower. The building has 15,00 windows, 2,000 doors, 10,000 electric lamps, 13 elevators, 25 miles of gas and water pipes, 230 miles of electric

wire and cable, and other material in corresponding proportions. Nearly 16.000 tons of porous terra cotta was used for the construction of floors and partitions. The latest improvements in making fireproof buildings were utilized, so that the structure is in this respect a model.

The entire cost of the building was $3,200,000.

The structure is divided into three main parts: the *Auditorium Hall* with entrance on Congress street; the *Hotel* with entrance on Michigan ave.; *Recital Hall* and *Offices* with entrance on Wabash ave.

The business part of the Auditorium on Wabash ave. contains in its ten stories and in the tower, a number of stores and 136 business offices; access to the latter is gained by three elevators. On the seventh floor is **Recital Hall**, a small, but very prettily decorated room seating about 500 persons.

The **Auditorium Hotel,** with an entrance on Michigan ave. and one on Congress st., is one of the best appointed hotels in the world and deserves therefore special mention.

The vestibule with its five massive columns of scagliola (artificial marble), its walls lavishly covered with Mexican onyx and its beautiful floor of Italian mosaic, makes a charming impression. On the South of it is, at the corner of Congress st., the very prettily appointed *Ladies' Cafe.*

On the floor above it are the *Loggia*, the *Reception Room* and the *Ladies' Parlor* occupying the whole width of Michigan ave. and being very handsomely fitted up. On Congress st. are, on the same level, several tastefully furnished parlors.

In the upper stories are the 400 chambers containing very fine furniture, carpets, mantle pieces etc.

On the uppermost (tenth) floor are the *kitchen* in which the only fuel used is gas; and the large **Dining Room** which is 175 feet long. All offal is thrown down into a tube connecting with the engine room in the basement and instantly burned.

The other rooms connected with the hotel, such as *billiard* and *bar rooms*, *barber-shop* etc. are all in keeping with the luxury reigning throughout the entire building. As an illustration of this the fact may be mentioned that for smaller metal ware, such as locks, door and window knobs etc. alone, $50,000 were expended.

Accessible from the foyer are also the two upper rows of boxes situated on the same level and usually partitioned off by a metal screen.

An *electrical apparatus* connects every room with the main office, transmitting the wishes of the guests for cold or warm water, a messenger, physician, laundry service and many other things.

An admirably appointed *laundry* with a capacity of 12,000 pieces per day is in the basement.

Seven elevators form the connecting link between the different floors.

The main part of the building, **Auditorium Hall**, is reached through the entrance on Congress st., in the lower part of the tower. In the vestibule with its massive columns of scaglioia, are the ticket office, the bureaux of the general manager and the entrance to the elevators. Thence is reached, through six doors, the entrance to the theatre. The handsome stained glass paintings over these doors must be looked at from inside. The *Entrance Hall* has on each side a vaulted arcade, the one at the right leads, below the parquet, to the dressing rooms and the stairs to the parquet; while the one on the left leads, by three passages, to the foyer and the galleries. The passage between, straight to the North, terminates at the ladies' dressing room situated a little below.

In this entrance hall we meet first one of the chief motives of the interior architecture of the Auditorium: a rather flat semi-circular arch resting usually on quadrangular pillars, both being smooth and simply decorated; showing more developed ornamentation only in more important rooms: gold lines and richly gilded capitals. This motive recurs with the variation necessitated by circumstances, throughout the house, in the entrance, the foyer, the boxes, the decoration of walls and in greatest dimensions, in the four large arches spanning the auditory.

Ascending one of the marble stair-cases on the left of the entrance hall, we reach, on the floor above, the *Foyer* the floor of which is on a level with the highest seats of the *Parquet* which rises like an amphitheatre. Toward the auditory the foyer is completely open, and nothing but the few pillars supporting the balcony obstruct the view over the parquet to the stage. The two spaces between the three stair-cases on the opposite wall are tastefully fitted up as niches from which the movements on the stage may be observed. A short flight of stairs leads from the south end of the foyer to the *Ladies' Parlor* which is furnished with fine carpets, plush furniture and immense mirrors. East of the ladies' parlor is the *Smoking Room* with simple but tasteful furniture and wainscoting.

The forty *Boxes* are arranged in straight rows parallel with the length section of the building. On each side of the parquet are two rows reaching from the proscenium to the foyer. The upper set have in their fronts flat arches projecting but little and being decorated with plastic ornaments in a yellowish brown and gold. The lower boxes form charming flights of elegant, round arches, through which an interesting view to the interior may be gained. The lower boxes are separated from one another by low metal screens and portieres of golden brown silk plush; while the two upper sets form an open succession of boxes with divisions indicated only by the front. The interior of the boxes is decorated in very delicate tones.

The *Balcony* is of considerable size and seats as many persons as the parquet. A flight of stairs leads from here to the *Gallery* with 526 and the *Family Circle* with 437 seats. Thanks to the excellent acoustics of the house even from the highest seats one may hear as well as see what is going on on the stage.

A very ingenious contrivance is the movability of the ceilings of the gallery and the family circle. Resting on hinges, these vaults may, by the use of a windlass under the floor of the gallery, be turned in a half-circle. The capacity of the house may thus be increased (with the aid of the stage) to 8000. With regard to the eventuality of needing an adequate hall for a large political convention, special attention was paid to this contrivance by the architects.

The seats are thus classified:

40 boxes	200 seats.
Parquet	1442 "
Balcony	1432 "
Family circle	437 "
Gallery	526 "
	4037 seats.

The dimensions of the theatre are as follows:

Distance between the boxes (width of parquet) 90 feet. Distance from the stage to the last row of seats in the parquet 110 feet.

The four large semi-circular arches above mentioned which traverse that part of the theatre next to the stage first engage the attention of the visitor. Their richly decorated fields and belts with gilded ornaments and the many electric lights are very effective. On the sides of the arches are also affixed sixty large gilded knobs in the form of hemi-spheres, for ventilation purposes.

The central part of the theatre, beginning at the height of the first balcony, is an immense square space with a very large, rectangular, colored sky-light. The north wall of this section is adorned by a winter landscape, the south wall by a spring landscape.

The walls between the stage and the boxes are filled with gilded lattice work in wood on which appear the portraits of famous musicians and poets. The trellis on the left covers the large organ.

Over the stage opening which for special purposes may be enlarged to 76 feet, runs parallel with the arch, a frieze with forty-five life size figures, representing the Power of Music.

The stage is partitioned off by an iron curtain which is covered by one of golden brown silk with fine embroidery showing, surrounded by a laurel wreath, the American coat of arms and the emblems of Music.

The builders of the Auditorium, having endeavored to give the house the character of a popular theatre, it naturally lacks the splendid entrances and magnificent stair-cases which adorn the large theatres in Europe. This also explains the decoration which is mainly architectonical. The vast interior, however, the elegant and very symmetrical arrangement of the seats, and the great number (4500) of electric lights placed very advantageously, produce a powerful impression.

The endeavor, however, to use only one color in combination with gold in each room, makes some parts of the house appear altogether too simple (the corridor, for instance). The house, the stair-cases and the auditory are finished in old ivory with gold; the restaurant, in brown with gold, Recital Hall in white with gold etc. But the quality of the material used in the building is throughout of the very best. As a whole the interior is distinguished by wealth and elegance.

Behind the broken left wall of the proscenium is the **Organ** which, occupying a space of twenty-five by forty-four by thirty-four feet high is one of the largest in the country. It has 177 stops, 7124 pipes, 69 bells and the latest improvements and inventions. The keyboards are in the orchestra. The instrument cost $45,000. A second smaller organ, the echo-organ, stands above the gallery.

The **Stage** of the Auditorium is one of the finest in the world. It has no equal in America, and but a few in Europe. Being modelled after the opera house at Buda-Pesth, in which the Asphaleia system invented by Mr. Gwinner, an engineer in Vienna, was first introduced. it leaves even that stage behind with regard to the latest im-

provements in the application of electrical, mechanical and hydraulical contrivances. Its dimensions are, as follows: width, 98 feet, height of the soffits 89 feet. depth from the terminal wall to the curtain 62½ feet. From the curtain to the conductor's desk (foot-lights) 6½ feet, stage opening 47 feet, stage floor 6,862 square feet. The basement with its complicated hydraulic lifts has two stories and is 18 feet deep. The frame work of the stage is exclusively of iron and steel. The expenditure for the stage alone amounted to $175,000. The nine bridges, of larger or smaller size, and the four drops, of which the stage floor is composed, are moved by 26 hydraulic lifts with perfect security and ease. The whole stage may, with their aid, be lowered or raised. There are thirty dressing rooms.

The *Scenery* of the Auditorium is varied and excellent, comprising, as it does, complete outfit for thirty operas, 125 back grounds (36x45) 300 movable pieces and elegant furniture. Among the largest are the tower in "Othello" (38 feet high) and the temple with the grave in "Aida" (24x36 feet). The cables of steel wire necessary for the transfer of the decorations, measure together 21 miles.

The "panoramic horizon," a device introduced only in two other theatres, (Halle and Buda-Pesth), is a roll, fifty feet wide and 300 feet long, on which are painted by the hand of an artist skies in all sorts of weather and in all seasons. The facilities for the production of certain effects of light and the imitation of sun, moon, the stars, clouds etc. are such as to render the stage of the Auditorium justly famous.

The entire appointment of the stage is the work of Mr. Kautsky of Vienna. The decoration of the house and the stage was in the hands of the painters Grover, Mige, Salvador, Fleury, Halloway and others.

The acoustics are excellent; heating and ventilation are in keeping with times.

Banquet Hall. One of the most magnificent rooms of the Auditorium, situated on the sixth floor, about in the middle of the building. Access by hotel elevator.

The hall is a rectangle, partly enclosed by simulated arcades; it has a gallery and two very elegantly furnished ante-chambers with colored sky-lights. A rich decoration is displayed in order to relieve the heavy forms of the architecture. Walls and pilasters are sheathed to a hight of about six feet, with choice woods, partly in open work. Between the taper pillars are oil paintings which occupy the space as far as the semi-circular arched windows. The archivolts of the round

Aldine Square, 39th st. and Vincennes Ave.

arches, about a foot deep, show gilded quadratic ornaments, and the capitals of the pilasters bear rich carving in dark red wood. The ceiling is, by three beams running lengthwise and by seven running crosswise, divided into twenty-one panels bearing plastic ornamentation in olive green and gold. The electric lights are attached to twenty-one gilded fixtures of odd designs issuing from the crossings of the beams and showing also rich ornamentation. There are exquisite stained glass paintings in the windows.

The "Rookery."

Thus is named the magnificent business structure occupying the whole lot between La Salle, Adams and Quincy sts. and Rookery Court. Here stood formerly the old City Hall which was after the great fire hastily erected in place of the one burned, and jokingly named 'Rookery' on account of the crowding necessitated by the inadequacy of its dimensions. This name was retained for the new building which was erected in its place and which is wholly unlike it.

The "Rookery" is a building of twelve stories, is free on all sides and has about the form of a cube. The two lowest stories are formed by massive squares of grey granite whose heavy appearance is somewhat neutralized by ten large columns of polished red granite. From the second story up, the building consists of fire-proof brick and iron. The plastic ornamentation is almost exclusively executed in terra-cotta. The two principal entrances in the facades on Adams and La Salle sts. are of imposing dimensions. They are formed by large round arches built of massive granite squares and filled in with fine lattice work of forged iron. The capitals of the columns and the portals show interesting ornamentation hewn in stone. The brick walls of the remaining stories are enlivened by plastic ornaments, wide bands and settings of terra-cotta which are for the most part in Moorish style. The central tract on La Salle street begins with the large semi-circular arch, then runs up bordered by pilasters and has there a small balcony. The part above it which is more richly ornamented, is flanked by massive round structures resembling bartizans and ending in pinnacles.

A rather uncommon ornament are the three chandeliers of wrought iron placed at the three outside corners and holding electric lights.

The vestibule between the entrance and the elevators gives an impression of luxury. The ceiling, walls and stair cases are exclusively of white marble which is adorned with a few grooved and gilded ornaments in Moorish style. The large quadratic court in the interior of the building is lighted from above. The floor of this as well as that of the vestibule is covered with charming Italian stone-mosaic which, with its colored ornamentation, forms a pleasing contrast to the marble slabs of the walls. Opposite the main entrance leads a wide stair case to the gallery of the first story. The material there is again marble and iron. It is illuminated by two beautiful chandeliers of wrought iron and bronze, each of which contains twenty-eight electric lights. The inner court is, at the hight of the second story, closed by a roof of glass supported by an iron frame which is painted white and gold. The vertical iron bars are below the glass roof coated with ornamented yellow tile, which harmonizes well with the rest of the court. The part of the court above the glass roof makes a curious impression; the inside walls being constructed of glazed white bricks and the cross beams being coated, as in the first story, with gray and yellow tiles. A winding stair case of iron and marble leads from the first story to the top of the building. The view from the windows of the stair-case into the interior of the court is interesting.

There are besides the stair-case eleven elevators which facilitate the access to all the floors in the building.

The occupants are chiefly representatives of large, wealthy corporations: banks, railroads, etc.

Rialto Building.—*Site:* 135 to 153 Van Buren st.

The building known by the name of Rialto is directly behind the Board of Trade, being connected with the latter by a bridge from which the occupants of the building may pass directly into the Exchange Hall.

The building which is very solid offers, in its exterior, nothing of great interest. The substructure is built of square stone with rough surface; the rest is of brick. The main facade, with a beautiful semi-circular arched entrance, is on Van Buren st. There are, besides, two other doors on the East and North sides. The five elevators and the two iron winding stair-cases are in the centre, before the entrance from Pacific ave. The building contains only offices and is, accordingly, provided with the latest improvements. It is occupied by large insurance companies, railroads and banks.

* The **Royal Insurance Building** is situated diagonally opposite the Board of Trade building, on Jackson st. (No. 165), extending to Quincy st. (No. 108).

The ten story building, constructed of stone and iron, is considered absolutely fire-proof. The main front on Jackson st. is, to its very top, of granite, and shows some sculptures. The English coat of arms is sculptured in the pediment. The two large semi-circular arched windows, above the basement, extending over two stories, are very effective.

In the *interior* is a high rectangular court with 8 galleries. The railing of the stairs and galleries is of bronzed iron. The walls are covered with marble slabs of various colors.

* **Maller Building.**—*Site:* 226 to 228 La Salle st. S. W. cor. Quincy st., opposite Grand Pacific Hotel.

Among the new structures in the neighborhood of the Board of Trade towers Maller Building with its twelve stories, overtopping all but the tower of the Board of Trade building. The first and second stories are constructed of gray granite with partly rough, partly smooth surface. The upper stories are of brick and terra-cotta. The only entrance, on La Salle st., is formed by a sculptured round arch supported by granite columns and pilasters of the same material. A characteristic of this building is the bartizan on the corner, which projecting at the level of the second story, is octagonal at its base and round in the upper part. It has many small windows resembling loop-holes. On each of the facades are two sets of windows which with their dark metal work and beautiful contours materially contribute to the good effect of the building.

* **Phenix Building.**—*Site*: 138 Jackson st.

Phenix Building is the name of the large ten story palace situated East of the Board of Trade and opposite the Grand Pacific Hotel, on Jackson st.

The structure whose massive facade attracts ot once the attention of the visitor, covers the entire distance between Clark st. and Pacific ave. and overtops all the surrounding buildings, except the Board of Trade.

The basement and first story are constructed of red sand-stone, the other stories of brick and terra-cotta. The entrance is formed by a richly sculptured round arch fully 24 feet wide. Above it in the

central part three rows of windows with rich plastic ornamentation in terra-cotta. The pediment of this part, bearing a finely modelled phenix of terra-cotta, reaches beyond the base of the roof and is adorned with finials.

At the level of the eighth story a balcony runs around the building. The whole structure numbers among the most impressive buildings in this neighborhood.

The vestibule and all passages and corridors are finished in white marble. The woodwork of the trimmings and furniture is in Cuban mahogany. The screens of the elevator shafts, the balustrades of the stair cases, galleries, etc. are partly of artificially oxydized wrought iron, partly of metal work bronzed by the galvanic process.

The *view* from the window in the stair case on the top floor embraces a part of the South side, from the break-water in the lake to the sugar refinery. From the roof, the view is unobstructed on all sides. The new structures in the neighborhood naturally first attract the attention of the observer. The tower of the Board of Trade building in the immediate neighborhood overtops the entire surroundings.

* **Insurance Exchange.**—*Site*: 218 La Salle st.

Opposite the Rookery rises the Insurance Exchange, a ten-story building containing exclusively business rooms and offices. It extends from Adams to Quincy sts. and has its main facade on La Salle st.

The basement is constructed of solid granite squares; the other parts of the building of brick. The entrance on the main facade is formed by a large semi-circular arch with rich ornamentation. At the level of the fouth story is a balcony bordered by two massive structures resembling bartizans and terminating in cones crowned with finals. The remaining part of the walls is enlivened by numerous ornaments of terra-cotta and semi-circular arched windows on the first and the two highest stories.

The vestibule is, in the ground plan, a square with two semi-circles at the sides. These semi-circles are semi-rotundas crowned by a half-cupola. Walls and ceiling of the vestibule are covered with pretty terra-cotta ornaments. The stairs leading to the first story are in the two semi-rotundas. The passage under the stairs leads to the elevators. An iron winding stair-case projecting from the wall is in the background of the entrance hall.

* **Temperance Temple.**—Corner La Salle and Monroe sts. The Temperance Temple which, together with the Masonic temple, is to be completed on May 1st 1892, is another building remarkable for its architecture. It is being built by the Woman's Temperance Building Association. The length of the La Salle st. front is 190 feet and of the Monroe st. front 96 feet.

The central structure which is to recede, on the West, 18 feet, on the East 30 feet from the building line, will be flanked, on the South and North, by two large wings 60 feet wide and in the whole width of Monroe st. front. The central structure is to be made exclusively of steel with a coating, on the first and second story, of dark gray granite, and from the third to the tenth story, of fine pressed brick. Above the tenth story will be the corona, and above this, three more stories in the terrace-like roof, which will, with its round finials at the corners of the building, make a very picturesque impression. A large, round arch on La Salle st. will form the main entrance. On the roof of the central part will be placed a slender gilded structure 70 feet high, on the top of which a praying female figure will symbolize the destination of the building. The style is French Gothic. The building, it is said, will bear a great resemblance to the well-known Pullman Building.

The main part of the house will be let for business purposes. Three rooms on the first floor are already engaged by banks. On the first floor a large hall adorned with a fountain, statues, pictures etc., will be arranged for prayer-meetings for the removal of the liquor curse. The spacious entrance to the hall is likewise to be adorned with drawings and quotations referring to the temperance struggle.

In the basement a large cafe will be opened.

The interior decoration will be very sumptuous, and all modern improvements will be applied in the building.

The cost of the whole structure is estimated at $1.000.000.

Commerce Building.—*Site:* 14 and 16 Pacific ave. Adjoining the Open Board of Trade building.

The facade of this house consists almost exclusively of stone and iron pillars and wide windows. The entrance is formed by a large round arch extending over half the width of the structure. Three massive pillars resembling buttresses, made of square stone in rustic work divide the facade. The traverses are iron beams and narrow

strips of brick masonry. There are a few sculptures at half-height of the building; the rest is plain. The eight-story structure is entirely taken up by offices.

Owing's Building.—*Site:* S. E. corner Dearborn and Adams sts. One of the latest business structures, on a corner lot, with some interesting architectural details.

The spacious entrance with its large Gothic pediment reaching up to the third story and bearing rich ornamentation, is the most remarkable part of the building. The material of the substructure is stone, of the upper parts brick and terra-cotta, the whole appearing in a uniform gray tint. A steep roof and a bartizan picturesquely crown the structure.

Adams Express Building.—*Site:* 181 - 189 Dearborn st., between Monroe and Adams sts. A large nine-story business structure of gray, square stone and brick.

The entrance is formed by a large semi-circular arch which is divided into three sections. The interior is arranged plain but substantial, having a marble vestibule, elegant elevators, electric illumination, etc.

The building contains, besides the offices of Adams Express Co., two banks, a telegraph office etc.

Near by, 173 - 179 Dearborn st., on the S. E. corner of Monroe st. is the seven story brick structure of the *Commercial National Bank.*

First National Bank.—*Site:* 158 - 168 Dearborn street. The First National Bank owns the very solid building on the N. W. corner of Monroe and Dearborn sts., a seven story structure of stone and brick, fronting Dearborn st.

The exterior is not remarkable. Entering through the gate flanked by massive granite columns, the visitor reaches the stair-cases and elevators. Directly behind the entrance is the bank, occupying the entire first floor. The numerous sections for the various transactions are grouped about a free central space and separated from it by railings with windows. On the left of the entrance are the foreign correspondents and the foreign money-exchange.

The banking room is covered by a glass roof above which are the offices of other firms. The interior thereby appears like a court bordered by four galleries and covered at the top by a second glass roof.

*** Tacoma Building.**—Rivalling in height the Chamber of Commerce Building, the Tacoma rises on the N. E. corner of La Salle and Madison sts., a thirteen story structure of stone and iron, being numbered, on La Salle st., 129 to 133 and on Madison st., 149 to 157.

The massive iron frame of the building is covered by brick masonry which is ornamented only by acanthus and other leaves. Seven sets of large bay windows, beginning on the first story and running up to the roof, break the front. The uppermost story has loggias.

The interior is simple. Vestibule and corridors are coated with white marble slabs. The wood work is of oak. The disposition of the rooms is not very practical; but the lighting is excellent. Five elevators. From the uppermost window in the stair case a fair view may be gained toward the North East, extending to the lake. Still better is the view toward the West from the washing room (accessible) of the twelfth story. The fine bronze slabs on the ceiling of the stair case and the trellis-work and coating of iron and bronze deserve special mention.

As an instance of the renting capacity of these large buildings, the fact may be mentioned that in the Tacoma every square foot in a room, nets, with the exception of the basement, $1.45 per year.

**** Chamber of Commerce Building.**—*Site*: 134–142 East Washington st. One of the latest structures of gigantic dimensions, situated opposite City Hall, on the S. E. corner of La Salle and Washington sts.

The Chamber of Commerce building presents itself as a fourteen story structure of rather bald appearance, overtopping all of the surroundings. The basement and the lower stories are formed of the walls of the old Chamber of Commerce upon which rises the new structure of iron and hollow brick. The main entrance with its four massive columns is also a remnant of the old building.

The *interior* contrasts favorably with the bald exterior. The floors all over the building are covered with beautiful Italian stone mosaic, each floor showing different designs. Passing the elevators, we reach the spacious inner court which, with its thirteen galleries, makes a wonderful effect. The railing of the galleries is of bronze. The walls behind the galleries are, like those of all the corridors of the building, covered with white marble slabs to which are added, in the lower stories, wide strips of fine grayish brown and yellow marble.

Pavilion in Humboldt Park.

The court is covered by a pretty glass roof supported by a system of iron beams. The galleries besides being joined to the walls, are supported by four iron columns reaching up to the very roof, in the round corners of the quadrangular court, and bearing beautifully ornamented bronze slabs.

The stairs connecting the galleries, are constructed of iron and marble slabs an inch thick. The vertical parts are coated, like the pillars, with bronze slabs.—The nine elevators are screened by trellises of forged iron in Moorish style. The electric illumination of the building is very extensive. There are, in the galleries alone, over 1000 lamps.

The view from the upper stories of the bustle in the two adjoining streets, the colossal mass of the City Hall and Court House, the two entrances to the tunnel, La Salle ave, over Lincoln Park to the lake, the 'crib', and toward West, the numberless smoking chimneys, is very interesting.

Chicago Opera House Building.—S. W. corner Clark and Washington streets., opposite the Court House. A ten story brick structure containing, besides the beautiful † Chicago Opera House, 300 offices.

The building, well known for its solidness, is absolutely fireproof. Four elevators. Entrance to the offices on Clark street; to the theatre on Washington st.

* The **Masonic Temple,** on the N. E. corner of State and Randolph sts. will be, when completed, the realization of a plan cherished for more than twenty years in Western Masonic circles. The dimensions of the building will be gigantic and the interior decorations most sumptuous; what will give the building a most characteristic air, is the fitting up of the first ten stories for stores.

The structure which is to be completed on May 1st 1892, will have a front of 170 feet on State st., and of 114 feet on Randolph st., and be free on all sides. The frame is to be of steel, and the whole with its twenty stories to reach a hight of 265 feet. The first three stories will be coated with gray Wisconsin granite, and the others with gray brick, except the seventeenth which will be finished in terracotta. The plan shows a central main structure with two wings terminating in steep gables and connected by the roof of the main part.

The corona is on the seventeenth story. Above it are three more stories. It is planned to have on each side, up to the fifteenth story, three rows of projecting windows, and to finish each side in a homogeneous style. A gigantic arch 42 feet high and 28 feet wide, in the middle of State st. front, will form the entrance.

The sumptuous building will have an inner court with marble slabs of various colors, tasteful mosaic floors all over the house, a profusion of onyx and oakwood, and beautiful bronze work on the staircase will make an impression of great splendor. On the East side of the court will be placed fourteen passenger and two freight elevators. The house will be furnished with steam heat and the latest electric and pneumatic contrivances.

A large cafe with accessory rooms will occupy the ground floor. The ten first floors will be, as was mentioned above, fitted up for stores; the middle section, from the eleventh to the sixteenth story is to be made into business offices; and the top part of the building, from the seventeenth to the twentieth story will be reserved for masonic purposes. A drill hall, a room for the blue lodges and a banquet hall are to occupy the seventeenth story. On the eighteenth story are to be a room for the consistory, the temple court of the Apollo Commandery and rooms for social purposes. The two last stories will be taken up by smaller chambers, refreshment rooms and a roof garden covered with glass.

The estimated cost of the building is $2,000,000; the ground costs $1,500,000, and the entire expenditure will therfore be $3,500,000.

Marshall Field & Co.—*Site*: Adams st., Fifth ave., Franklin and Quincy sts. This immense warehouse which occupies an entire block, is one of the most striking buildings in the new wholesale district suggesting vaguely the castle-like palaces of early renaissance.

It has eight stories, besides a high basement, and is constructed of massive blocks of gray granite, eight feet long and several feet thick, and iron and brick. The surface of the granite blocks is rough which adds to the massiveness of the building. The windows of the seven stories, which are arranged in groups of four, show round and flat arches and rectangular form. For the rest, the building has no remarkable features. The main facade with the entrance is on Adams street. On the south side, on Quincy street, freight is received and delivered.

The basement serves principally for receiving room. In the first story are the offices and the shipping rooms, and in the remaining

stories the sales and store rooms. The firm of Marshall Field & Co. is in its line, the first in the city and one of the first in the whole country, enjoys the reputation of being a model wholesale house, and has branches in the principal centres of commerce throughout Europe. The business of the firm in 1890 amounted to $35,000,000.

The bustling activity in the interior of the house is of interest to the stranger.

First National Bank Building.

B. Leiter's Building.—*Loc.* State street, between Van Buren and Congress sts. A large business palace of monumental appearance but monotonous exterior. It is set off effectively by the older buildings surrounding it.

The eight story structure is made exclusively of iron and stone and has, owing to the large windows, a very light interior. The brick walls are, on the sides facing the streets, coated with large granite squares of a light gray shade. The interior is divided up into rooms by thin partitions. The larger part of the building is supported by the iron frame work, the rest by the outside walls.

Chicago Cold Storage Exchange.—*Loc.* South-west cor. West-Lake st. and Chicago River. The Chicago Cold Storage Exchange was called forth by the need in which the Chicago produce market, especially the fruit market, stood of a sufficiently large ice house. The double eleven story structure of brick and iron is most conveniently located, facing, on the

East, the river, on the North, one of the most frequented streets of the city, and being close to the tracks of the C., M. & St. P. R. R. The dimensions of the building are as follows:

East wing, 382 x 70 ft; West wing, 382 x 85 ft. Both parts are connected by a court covered with a glass roof and named Cold Storage Arcade. It measures 36 x 382 ft. and is crossed by a railroad track.

The basements of the two wings which are directly accessible to vessels on the river side and to the railroad trains in the court, serve exclusively for receiving and shipping gooods.

Each wing has, on the side facing the street, and on the level of the latter, three large stores; above them are offices, assembly rooms for brokers, commission merchants etc. The entire remaining part will serve at the same time for warehouse and refrigerator.

The artificial cold is produced with the use of ammoniac, according to the system of the ammoniac ice machines; the evaporating liquid ammoniac absorbing the warmth from the surrounding air. By special, simple contrivances the ammoniac is constantly kept in liquid form, so that the expenses of the plant are very inconsiderable. There is only an air-pump needed for pressing the gas through the pipes, and a contrivance for regulating the supply of gas.

The steam, ice and electric engines and the elevators cost $475,000. There were 6,000 tons of iron and steel placed in the building. The entire cost of the establishment is estimated at $1,390,000.

The immense storage rooms of the two refrigerators will be constantly filled by large quantities of fruit and produce. Eggs, butter, cheese and dried fruit arrive during April, May and June for storage for the fall and winter. When these articles are withdrawn, the space occupied by them is taken up by fruit, which is easily preservable, especially apples. There are besides stored all the year round, the various kinds of fruit from the North, West and South in the Chicago market.

It is hoped that the moderate rates charged and the great capacity of these warehouses will greatly benefit the fruit and produce trade and cause a considerable reduction of the market prices.

***Manhattan Building.**— *Loc.* 307 to 321 Dearborn street (near Van Buren st.). A massive sixteen story building of striking architecture which favorably contrasts with the surrounding monotonous structures.

The three lowest stories are built of large squares of gray granite

with rough surface; the remaining part of the building is constructed of grayish yellow brick and terra-cotta. The facade is enlivened by the nine bay windows which appear from the fourth to the eleventh story and are trilateral in the centre section of the building; the others have two sides with the edges rounded off. The bay windows and the base of the twelfth and sixteenth stories are profusely decorated with terra-cotta ornaments. The remaining four stories are in simple taste.

Home Insurance Building.

At the N. E. corner of La Salle and Adams sts., is the large ten-story Home Insurance Building, erected in 1884 and 1885.

Tacoma Building.

The first and second story are constructed of large squares of granite with rough surface, the rest of brick and reddish grey building stone. The walls are enlivened by rectangular ornaments in terra-cotta. The most impressive part of the facade is the large entrance which has four double doors and is flanked by four large columns of polished granite whose acanthus capitals support a massive balcony. There are two other balconies in the central section of the building. The trellis of wrought iron behind the glass window of the door is worthy of special mention.

The vestibule and the two wide stair-cases leading to the first story are coated with marble. The ceiling which is gently vaulted is supported by four massive iron pillars. Four elevators run to and from the upper stories. An interesting view of the surrounding streets and buildings and the lake may be gained from the top story or from the roof, which is bordered by a balustrade.

The Home Insurance Building is lighted by electricity and is generally acknowledged to be one of the most solid office buildings in Chicago.

Pullman Building.—*Loc.* S. W. cor. Michigan Ave. and Adams St.

The Pullman building, named after its owner, the well known rail road car manufacturer, is a solid, impressive ten story structure of granite and brick.

Although the walls are smooth and the ornamentation is concentrated upon a small part, yet the variously shaped windows, loggias and bartizans divide up the masses so as to produce a pleasing effect. Without having a pronounced style, the building suggests some old buildings of the North German cities.

The basement is constructed of heavy squares of gray granite with rough surface. All the remaining part of the building is of brick with sparse terra-cotta ornaments. On the main facade on Adams st. the granite squares in the basement are replaced by nine beautiful but rather low pillars of polished granite which support on their palmetto capitals, eleven round arches, thus forming pretty arcades. These arcades and the whole facade are in the middle interrupted by the interior court, which here opens into the street. The two halves are however, connected with each other by the vestibule which is entered through a massive semi-circular arch reaching from one wall to to the other. Another very effective part of the building are the four rows of loggias placed above one another and showing partly simple, partly interlaced arches. They begin on the fourth and fifth stories and are most effective on the facade on Michigan Ave. where they form the upper half of the central section.

The lower part is chiefly occupied by the entrance, a spacious flat arch on massive pillars which is, at the level of the first story, overtopped by a fine semi-circular arch. On the same side are, besides, two small balconies on the ninth story.

The most striking part of the building are, besides the large arch over the entrance, the four bartizans of which some are semi-circular, others form three-quarters of a circle and distinctly project from the walls, with the exception of that on the North-west side. The two inner ones flanking the interior court, are covered with roofs of the shape of a bell; the two on the outside have conic roofs. A further ornament on the uppermost part of the building are the moulding and the fluted chimneys.

The large arches over the entrance, which makes an imposing impression with its heavy crowning richly decorated with terra-cotta, rests on massive pyramidic granite blocks from which it is separated by an interesting palmetto capital. The ante-room is coated halfway

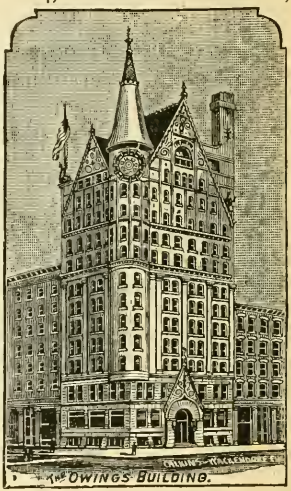
up with dull, greyish green granite slabs, the remaining part is decor ated with fine terra cotta ornaments. The double staircase of white marble, showing sculptures at various places, sets off effectively from that dark material. Glass roof.

The interior is decorated in that rich and solid manner characteristic to this class of new buildings.

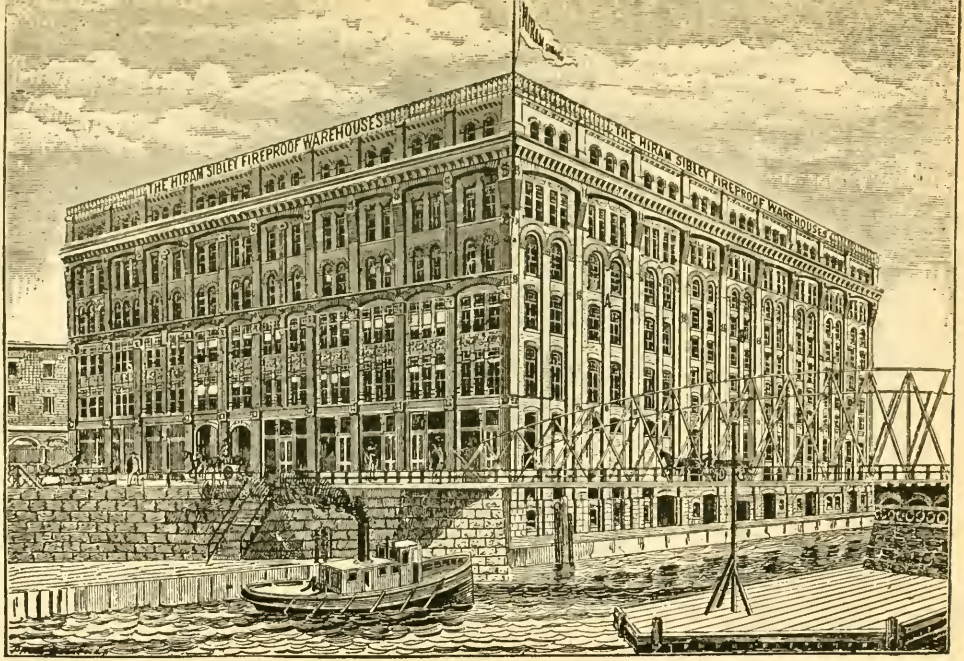
The view from the roof is very interesting. (From the ninth floor through sliding door on west side along staircase and corridor. Free access.)

The Hiram Sibley Fireproof Warehouse.—*Loc.* Nos. 2 to 8 Clark St. (between the river and the tracks of the Chicago and Northwestern R. R.)

The Sibley warehouse, erected in 1884, is a model of its kind, the finest warehouse in the country and as a whole surpassing even the renowned Manhattan warehouse in New York, and the Boston Storage Warehouse in Boston. The massive thoroughly fireproof structure is admirably situated between the river and the railroad tracks, and faces at the same time, with its front of 190 feet length, one of the chief thoroughfares of the city. The warehouse is constructed of iron and brick and hollow tile, and bears on its main front plastic ornaments in terra-cotta. The forms of the facades are simple, showing round and flat arches, long pilasters etc., and a trellis crowning. The whole structure is divided into three parts, two of which (A and B) contain each a basement and eight stories, the third, the "Warehouse C" is only a low addition.



In the basement are the railroad tracks, the fireproof vaults and all the necessary machinery for receiving and shipping goods from and to railroad cars and vessels. Of the remaining eight stories, a part on the river front which extends over 240 feet, is reserved for the U. S. Bonded Warehouse; another part facing Clark St. is made into stores and offices, and the rest of the building is the warehouse proper, containing three light shafts, two skylights and seven elevators

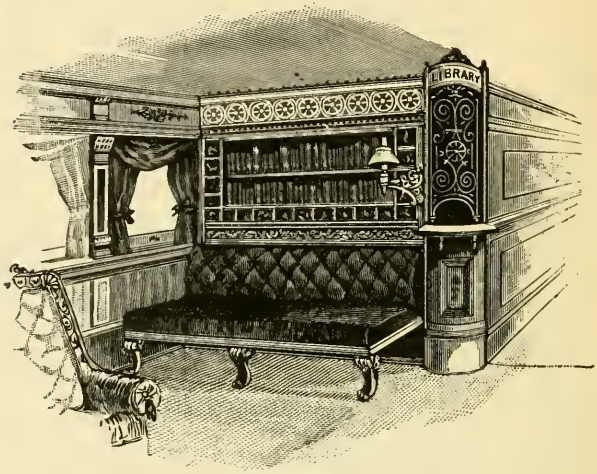


Hiram Sibley Warehouses, 2 to 18 North Clark st.

which that behind the main entrance on Clark st., serves for hoisting laden wagons. It has a capacity of 15,000 lbs.

The house is constructed in such a manner that every square foot of the floor supports 500 lbs. The cost of construction amounted to half a million.

All sorts of goods are received for storage, excepting self-igniting or explosive articles. The rates differ according to location and extension of the space selected, and value and description of goods.



Buffet Library Smoking Car, Michigan Central R. R.

Educational Institutions.

The educational affairs of the city of Chicago have kept pace, in every respect, with the other phases of development of the city, and form a branch of the city administration of which it may well be proud. The first so-called school in the city was the *Sproat School* for boys, opened in 1833 in a church on Water st. near Franklin. Chicago was then still in its very infancy. "We heard," wrote a lady-teacher of the school to a friend, "the howling prairie wolves day and night, and met them on our way to school; and we were not a little annoyed by the Indians. These could at last be borne with, but the greatest evil was the marshy condition of the ground. Rubbers only served to stick the wearer in the mud; and so I had to have a pair of high men's boots made to enable me to pursue my calling."

In October of the same year the city allowed itself to be misled by the price of real estate, which had been raised by speculation, into selling the largest part of the school lands. This was the most consequential financial transaction in the history of the city, a thing that at the time, of course, could not be foreseen. At a public sale 140 of the 144 blocks of school lands were disposed of, on one, two and three years' time, for the sum total of $38,619.47; the last four blocks the city owns to-day, and they are valued at $3,000,000. The present value of the above-mentioned 140 blocks is not appraised too high at $100,000,000.

In 1834 the Sproat School was transformed into a public school, and made a free school in 1835 by legislative enactment. At the close of the year there were three public and four private schools. The first effort, made in 1865, to introduce the German language into the lower grades of the public school system was favorably received; the adoption of this instruction, subject to the choice of the pupil, has increased constantly, and was shared in by 30,148 pupils in 1889.

The public school system comprises three divisions, viz: the *Primary School*, the *Grammar School* and the *High School*, each of which embraces the instruction in four grades, or twelve grades in all. Each of the three divisions of the city has a *High School*.

The instruction in the first eight grades brings the pupil to the close of an education sufficient for common life; the high schools seek to give the training of the preparatory schools for colleges. Then there are connected with the instruction in the first eight grades, instruction concerning the human body and its functions, good manners, character-building, obedience to the laws, etc.; and (for all the schools) *gymnastic drill*, dumb-bell exercises, etc. The instruction in gymnastics, which was first introduced in 1885, has gradually become a part of the instruction in all the schools.

In the primary schools the pupils are exercised in *calisthenics* only. These exercises consist of simple muscular movements of the arm and foot, arm and trunk, trunk and foot, and marching and breathing exercises. The arrangement is such that all parts of the body are brought into play during the lesson. A number of the simple exercises used in the primary schools are executed in alternation in two instead of four counts. For instance, when one arm is raised the other is lowered. These counter and dissimilar exercises when executed by a class divided into two sections, present a beautiful picture, and the interest shown by the children is a source of much encouragement to the teachers. The primary departments are visited by the teachers twice each month.

In the grammar schools smooth wooden wands an inch in diameter and three feet long, and wooden dumb-bells, shellaced, having a combined weight of one pound, and eleven inches long are used as an aid to the physical training of the scholars. Wand and dumb-bell exercises are practiced once a week in all the grammar schools, and once a week the pupils are put through calisthenic exercises.

The gymnastic training in the high schools is similar to the above; but here the grown-up pupils bring more intelligence to bear upon it. Only the South Division High School

has real apparatus, such as pulling machines, rings, horizontal bars, etc., which are the private property of the pupils.

The gymnastic exercises have proved themselves very beneficial to the general instruction. The hitherto pale, thin faces show a healthy color, girls and boys gain perseverance and desire, and love for study has everywhere markedly increased.

The city moreover has a *Manual Training School*, whose plan of instruction is nearly the same as that of the Chicago Manual Training School, which is elsewhere described in detail.

The system of free schools includes also twenty-five *evening schools*, in which instruction is given principally from October till March; in these schools the teachers number 195, and the average attendance of pupils is 3,159. There are also five *schools for the deaf and dumb*, with five teachers and 47 pupils.

The city owns 98 *school buildings*, of which 58 have been erected since 1880. Nearly all are well adapted to educational purposes. The building most recently erected is the *Douglas School*, at the corner of Forest ave. and 32d st. The 98 school buildings are valued at $4,686,400, and the grounds belonging to them at $1,513,006; or a total of $6,199,406. To this must be added the school land mentioned in the opening of this article, valued at $3,000,000, and other property to the amount of $400,000, which together bear an annual income of over $500,000. Thus the *total value of school property* reaches the sum of nearly $10,000,000.

A complete description of the broad and model system of the public schools is, of course, beyond the scope of this book. It may, however, be remarked here that the city of Chicago has always been generously mindful of her public schools. Indeed, the last annual appropriation reached $4,500,000, more than is devoted annually to educational purposes in any of the bordering States of Iowa, Indiana or Wisconsin.

The development of the system of public schools is shown in the appended table:

EXTRACT FROM SCHOOL CENSUS SHOWING COMPARATIVE DEVELOPMENT OF PUBLIC SCHOOLS.

For year ending	Total Enrollment in the Public Schools	Number of Teachers	Total Amount paid for Tuition	Total Amount paid for current expenses.
1840	317	.. ..	$.....	$.....
1845	1,051	9	2,277.53	3,413.45
1850	1,919	21	.....	6,037.97
1855	6,826	42	15,626.73	16,546.13
1860	14,199	123	49,612.43	69,630.53
1866	24,851	265	162,383.79	219,198.66
1870	38,939	557	414,655.70	527,741.60
1875	49,121	696	552,327.37	662,093.47
1880	73,881	895	583,037.00	691,536.07
1885	79,276	1,296	917,182.79	967,387.74
1886	83,022	1,440	1,023,358.15	1,037,445.39
1887	84,902	1,574	1,121,722.26	1,135,307.74
1888	89,578	1,663	1,254,837.02	1,888,678.07
1889	93,737	1,768	1,361,650.90	2,244,761.00
1890	135,551	2,842	2,021,779.00	3,787,222.00

Besides her public schools, Chicago has a large number of private schools, part of which have become increasingly prominent during the last decade, part of which have been lately called into life by large endowments, or are about to be established.

Thus, alongside of the gigantic material growth of Chicago, there is seen a great intellectual progress, and the flourishing condition of her educational life is an object of just pride to the citizens of Chicago.

Already Chicago possesses more theological schools than any other city in the United States, and they are all prosperous and in possession of large means Beside the two great institutions, *Northwestern University* and *Lake Forest University*, with their branch institutions; the new *Baptist University*, with a vigorous administration and an endowment of $5,000,000, is about to enter the field of education.

The great need of the city, however, is the establishment of a polytechnic institution of the first rank. It is at present the intention of the Northwestern University to establish one.

When to this is added the polytechnic institute that may soon be expected from the rich gift ($1,000,000) of the Lewis brothers, Chicago will be represented also in this respect, in a manner becoming to her importance in other respects.

In 1889 a *Compulsory Education Law* went into effect in Illinois, requiring parents and guardians to send all children between seven and fourteen years of age to some public or private school at least sixteen weeks in the year. At the same time the law provided that no school shall be regarded as a school unless there shall be taught therein, in the *English language*, reading, writing, arithmetic, history of the United States, and geography. This last proviso found much opposition by the private schools, especially those denominational schools that give their instruction in the language of their nationality, and has since become an important factor in the State elections of this and other States.

The number of teachers and pupils attending the Kindergarten, private and parochial schools and business colleges of Chicago is as follows:

	Teachers.	Pupils.
Kindergarten	219	3,941
Private schools	402	7,369
Church or parochial schools	1,089	50,172
Business colleges	144	3,534

Following is a survey of the more noteworthy private institutions:

a) General Schools.

Northwestern University.—*Site:* Evanston, 12 miles north of Court House. *Access:* Either the Chic. & Northwestern or the Chic., Milw. & St. Paul RRs. *Trip:* 38 min.: *Round Trip:* 60 cents.

This University is the most important educational institution of Chicago. Its different branches are located, partly in Evanston and partly in Chicago. The *Preparatory School*, the *College of Liberal Arts*, the *Garrett Biblical Institute*, the *Norwegian-Danish Theological School* and *Swedish Theological Seminary*, the *Conservatory of Music* and the *School of Oratory* are in Evanston; and the *Chicago*

Medical College, the *Union College of Law*, the *Illinois College of Pharmacy*, and the *College of Dental and Oral Surgery*, are in Chicago.

The departments located at Evanston occupy ten buildings, including the *Woman's College* building, which lies somewhat apart from the others, with the *Ladies' Cottage* to the West of it for the female students; all in the midst of a luxurious growth of trees and in a charming situation on the shore of Lake Michigan.

From either of the two depots, the group of university buildings is reached by passing along the street called *University Place* in a north-easterly direction, and past the stately five story Woman's College building, situated to the left. Through the entrance at the southwest corner one reaches first the *University Hall*, an imposing four story Gothic structure with a tower that is visible at a great distance. It contains the *Museum* with 15,000 botanical and 20,000 zoological specimens, and fine collections in mineralogy, lithology, palaeontology and anthropology; and the *biological laboratory*, which is equipped with excellent microscopes. To the right is the *Hall of Science*, a fine two story building with two wings, containing the departments of physics and chemistry. Farther to the right is the *Preparatory School*, and directly north from this, by the lake is the *gymnasium*. North of the University Hall lies *Heck Hall*, with rooms for the students. Still farther north comes *Memorial Hall*, with the library containing 24,000 volumes and 12,000 pamphlets, reading room and recitation rooms; and *Garrett Biblical Institute*, a fine structure of pressed brick, with a pretty tower. To the northwest and somewhat apart, is the *Dormitory Building*, occupied by students, mostly theologues; and northeast of this is the *Swedish theological Seminary*. The *astronomical observatory* closes up the group of buildings.

The university in all its branches contained, in 1890, 100 professors and 1960 students. By the investment of its means many years ago in real estate which has since then risen enormously in value, the university has been placed in possession of the large annual income of $125,000. The ground on which the west half of the Grand Pacific Hotel stands to-day, was bought in June, 1852, for $8,000, and is valued now at more than $1,000,000.

Preparatory School. This department of the university receives pupils who have reached the age of thirteen years and have a common school education. The principal aim of this institution is to prepare young people of both sexes for the university. There is, however, in-

struction given in a shorter course for special cases. The regular courses in the preparatory school are the classical, the philosophical, the scientific, and the course in modern literature. The completion of any one of these courses, which occupy from three to four years, secures admission to the **College of Liberal Arts** a department of the same university; and equals the preparation required by the oldest colleges in the country. The students enjoy the free use of the *library* and the *gymnasium*. The large and valuable collections of the *University Museum* are used to illustrate the instruction.

The **Woman's College** is also a branch of Northwestern University. Its aim is to make a college education accessible to women, who are admitted to all the undergraduate departments and to all the professional schools except the Rush Medical College.

The College building is a handsome brick structure, which with the *College Cottage* lying near by, furnishes a home for the ladies.

Lake Forest University.—*Site:* Lake Forest, Illinois, 28 miles north of Court House. *Access:* See List of Suburban Stations.

The Lake Forest University comprises an *Undergraduate Department*, located at Lake Forest, and *Professional Departments*, located partly at Lake Forest and partly in Chicago.

The *Undergraduate Department* includes four distinct schools: *Lake Forest College*, *Ferry College for Women*, *Ferry Hall Seminary*, and *Lake Forest Academy*.

The *Professional Departments* comprise three faculties: those of Law, Medicine and Philosophy. The Law and Medicine Faculties, located at Chicago, include the *Chicago College of Law*, *Rush Medical College*, and the *Chicago College of Dental Surgery*. The *Philosophical Faculty* is located at Lake Forest, and has in charge the graduate courses intended to give preparation for the profession of Teaching, for Journalism, and other Literary Work.

The college possesses a *working library*, and additions are made as books are needed either for reference or for research. A notable addition of late is the *Reifferscheid library* containing about four thousand volumes, among which many works of rarity and great value to the specialist in the ancient languages, as well as a wide range of works useful to students pursuing other branches.

The *college reading room* is supplied with the best periodicals in English.

The *Physical Laboratory* has a sufficient supply of apparatus to enable the students to study, experimentally, the phenomena usually treated of in the best text-books. It has also a few pieces well adapted to more advanced work. The *Biological Laboratory* is furnished with the best microscopes (Zeiss's and Leitz's), microtoms, and a full set of appliances and re-agents for the treatment of tissues according to the latest methods. The *Chemical Laboratory* provides the student with a complete assortment of chemicals and chemical apparatus.

The **Lake Forest College** requires for admission a high standard of preparation, and offers to students a classical and a scientific course; each extending over four years. During the first two years, studies in both courses are prescribed; but during the last two, numerous elective and optional studies afford opportunity for a wide choice of subjects in accordance with individual tastes.

The **Ferry College for Women** admits ladies only. It provides two courses, classical and scientific. The classical course is almost identical with that of Lake Forest College, and leads to the degree of B. A. The scientific course corresponds in general with the scientific course of Lake Forest College, but gives more attention to the modern languages and the fine arts; it leads to the degree of B. Sc.

The **Ferry Hall Seminary** prepares young ladies to enter Lake Forest College, Ferry College, or any other college admitting ladies. It provides, also, a seminary course, which leads to the degree of Bachelor of Letters, a course in music leading to the degree of Bachelor of Music, and special courses for young ladies who do not wish to enter college.

There are three Preparatory Courses,—*Classical*, *Scientific*, and *Literary*, either of which prepares for admission to the Seminary course.

A feature of some prominence in the Seminary is a practical and theoretical course in *art*.

Training in *elocution* is given to all students in the school. With physical culture as a basis, special attention is paid to voice culture, and also to the art of expression both in voice and gesture. The principles of Delsarte underlie all the instruction given.

In connection with the seminary is a *library* and a well equipped *gymnasium*.

The **Lake Forest Academy** prepares boys to enter the best American colleges.

It aims in general, at two points—teaching and training. To meet the different needs and tastes of students, it provides three courses—Classical, Latin-Scientific, and Scientific.

The students of the Academy have access to two Academy Reading-rooms; and to the Library of Lake Forest College, subject to the regulations laid down by the Librarian. The students of the scientific department of the Academy have laboratory facilities in the Academy, as well as the privilege of using the laboratory and cabinets of Lake Forest College.

Boys from out of town live either in the dormitory or Mitchell Hall, all being under direct charge of the Academy Masters.

University of Chicago.—The University of Chicago, whose immediate erection near the park known as Midway Plaisance, is now impending, with its able management and extraordinary endowment of five million dollars, bids fair to become one of the most important educational institutions in the country. The university is to be opened on the first of October, 1892.

The University of Chicago, it is believed, will fullfill the highest expectations. Only its divinity school will be under denominational control. Its college of liberal arts, college of science, college of literature, college of practical arts, law school, medical school, school of engineering and electricity, school of pedagogy, school of fine art and school of music will be opened as soon as buildings can be secured. Its special courses of lectures in various parts of the city, its evening courses in college and university subjects, its correspondence courses, special course in the Bible in its original languages and translations, its library extension plan and its generous practical proposal for aiding students in the purchase of books and other expenses, commend it heartily to all classes of our people. Its ground plan is the broadest, most sincere and most democratic ever devised for a great public institution.

Chicago Athenæum.—*Site:* 18–26 E. Van Buren street.

The Chicago Athenæum is an institute, which has been in existence for twenty years, and has for its object the training of young people of both sexes in the fields of language, science, and many useful arts and accomplishments. Although it originated with the Chicago Young Men's Christian Asso-

ciation, the institution is conducted free from all religious influence, and without reference to financial gain; its avowed object is to make the success of its students easier by physical and intellectual culture. Owing to this liberal and independent attitude, the Athenæum enjoys a large and continually increasing roll of students and members, which during the last year numbered over 1000, and were drawn partly from Illinois and the neighboring states.

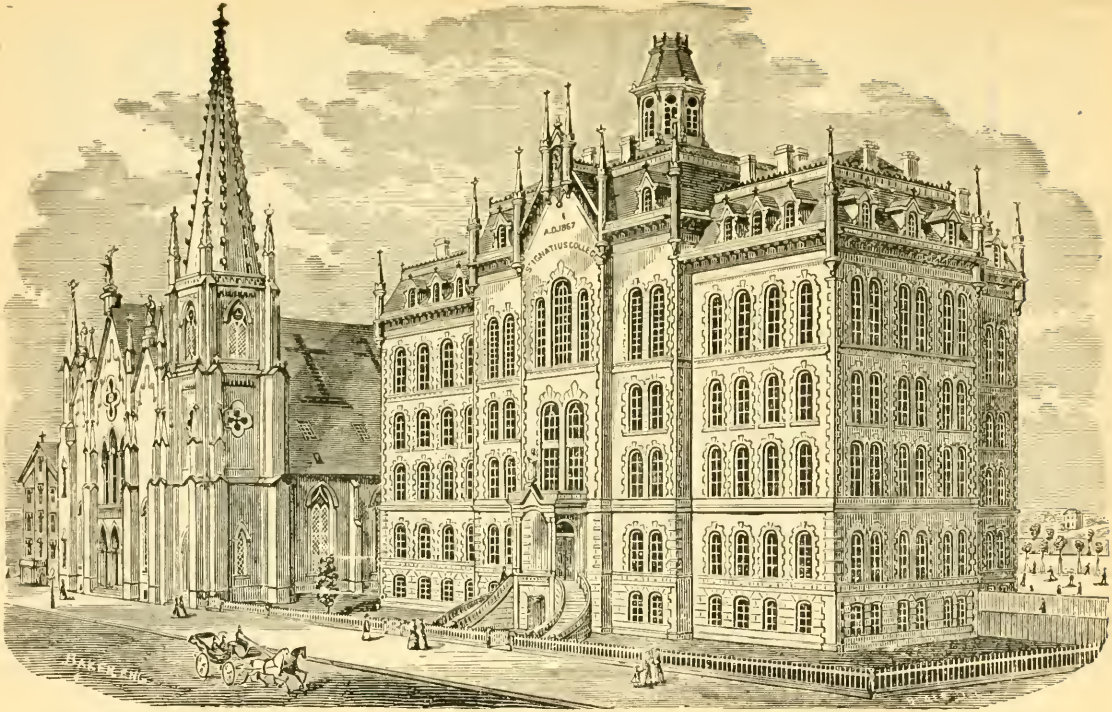
Instruction is given by twenty-two teachers, five days in the week during the day and in the evening, and as far as possible is adapted to the individual capacity of the student. The following subjects are taught: *reading*, *grammar*, *history*, *compositon*, *arithmetic*, *algebra*, *geometry*, *geography*, *penmanship*, *bookkeeping*, *correspondence*, *stenography*, *typewriting*. *English literature*, *German*, *French*, *Latin*, *rhetoric*, (*declamation*, *public speaking and parliamentary practice*), *architectural*, *free-hand* and *mechanical drawing*, *music* (*vocal*, *piano* and *violin*), *turning*, and *fencing*. And special courses in *physics*, *chemistry*, *trigonometry* and *technology* are arranged when there are at least seven applicants for work in those lines. Moreover, a number of associations of a social and literary character, such as the *Shakespeare Class*, the *Goethe Club*, and others, give the members opportunity both for the pursuit of special branches of knowledge and the cultivation of social intimacy.

The Athenæum has also under its control the inheritance of the *Chicago Mechanic's Institute*, and from an endowment of the latter called the 'Asel Peck Fund', gives yearly instruction to about 150 students in chemistry, electro technology, technical drawing and related subjects. And the Soper *School of rhetoric*, *music* and *declamation* is connected with the Athenæum.

Finally, the institution possesses special facilities for preparing young women for the *work of teaching* and young men for the university.

A large *library* and *reading rooms* provided with periodicals, (which are free for the use of visitors and friends), furnish an additional means of culture.

Since March, 1891, the institute has been in possession of its own home, the Athenæum Building, 18 Van Buren st.; one of the finest school buildings in the country. The seven story structure, erected at a cost of $280,000, is built principally of iron and pressed brick; and has a simple and elegant appearance. The floors and walls



St. Ignatius College and the Church of the Holy Family, West 12th st., cor. May.

of the halls as well as the stairways, are of marble; the woodwork is of polished oak. The building is well lighted and ventilated and has two electric elevators.

The rooms are grouped around a covered court. In the basement there are the *swimming* and *shower baths*, two *bowling alleys*, a *racket court* (at the bottom of the covered court), the *fencing rooms* and the *gymnasium*. The latter is two stories high, and has, besides a complete outfit, a gallery at the level of the second story, with a circular running track five feet wide.

In the first story are *reception rooms*, the *offices*, and a *barber shop*. The next three stories have large, well lighted rooms, a part of which are used as school rooms, and a part of which are rented. In the fifth story there is the *school of music*, *æsthetic gymnastics* and *declamation*, etc.; in the sixth are the *offices of the superintendent*, the *library*, *writing* and *reading rooms*, *recreation rooms*, and the *Athenæum assembly hall*. The seventh story is to be reserved for artists' studios. For particulars address: E. I. Galvin Superintendent.

Chicago Manual Training School.—*Site:* N. W. corner Michigan ave. and 12th street

The Chicago Manual Training School owes its origin to the Commercial Club of Chicago. The school which has been in existence since 1883, has proved to be very practical, and is the forerunner of a large number of similar institutions in the United States, which were called into life by this one.

The purpose of the school is *practical instruction in the use of tools* in connection with instruction in *mathematics*, *drawing*, and the *English studies* of an ordinary high school. The use of tools includes carpenter's and joiner's work, turning, modeling, soldering, and working on metal in the machine shop. The manual training aims, not so much at a one-sided training for a particular trade, as at an all round technical training, by a varied use of instruments.

The instruction embraces two courses of twenty weeks each, costing 40, 50 and 60 dollars for the first, second and third courses respectively. Provision has been made, however, for the free tuition of gifted and indigent boys. One hour of the time is devoted to instruction in drawing, two hours to work in the workshops, and the rest to the ordinary subjects of study.

The pupils produce very acceptable work in wood and metal; and they have made a large part of their own tools, also a six horse power steam engine which is in use in the upper class. The *annual ex-*

hibition of the work done in free-hand and mechanical drawing reveals very praiseworthy results.

Those seeking admission to the school must have reached the age of fourteen years, must have a common school education, and a good moral character.

The school hours range from 9:00 a. m. to 3:40 p.m. with an intermission of 30 minutes for dinner. The attendance in 1890–91 was 155.

Since 1884 the school has been in possession of its own building, a neat four story brick structure with a high basement and a large, slate-covered mansard roof. The main front is on 12th street, with the *large entrance* designed by one of the pupils of the institution.

The basement contains a dining room, the large forge, and the machine room; the first story contains the offices and school rooms, while the remaining three stories are taken up with more school rooms, workshops, the laboratory, etc.

Cook County Normal School.—*Site:* Stewart ave. near 67th st. *Access:* Van Buren and Sherman sts. depot. *Round Trip:* 30 cents.

This is a county institution for the education of competent teachers for the public schools. Instruction is given free to those who live in the county, and outsiders are obliged to pay a small tuition fee.

Minerva Institute.—*Site:* Ravenswood; 5.8 miles north of Court House. *Access:* Chicago & Northwestern RR. 22 min. *Round Trip:* 30 cents. A boarding and day school for girls situated at n. e. corner Paulina st. and Berteau ave. *Directress:* Mrs. Amalia Ende.

This most favorably known school endeavors to equip young girls with a harmonious education for practical and social life. The regular course of study comprises the German and English languages, mathematics, natural science, history, literature, drawing, painting, singing, gymnastics, handiwork, with French and Latin for electives. The musical instruction under the direction of the well known musician, Mr. Bernhard Ziehn, meets with honorable recognition even from the musical press. The pupils also receive instruction in dancing and house keeping.

The situation of the school in the quiet and pleasant suburb is most convenient and from a hygienic point of view all that could be desired.

The **German-English School** for boys and girls, is located at 621 & 623 N. Wells st. A creation of the German-English school association. *Director:* L. Schutt.

The two story school-house is light and airy and excellently arranged. Course of studies identical with that of the public schools. Special attention is paid to English and German which is taught after the German method. The pupils are, besides, instructed in German literature, French and, in the higher classes, in all the branches taught in the public high schools. Instruction in handiwork for girls. Six teachers of both sexes.

St. Xavier's Academy.—*Site:* Corner Wabash ave. and 29th st. A boarding and day school for young ladies. It is conducted by the Sisters of Mercy.

It occupies one of the handsomest buildings devoted to educational purposes in the city, built of brick with stone trimmings and very spacious. No undue influence is exercised over the religious opinions of non-Catholic pupils; however, for the sake of order, all are required to conform to the external discipline of the institution. The course of study embraces a primary, grammar, and graduating department, instrumental and vocal music, drawing and painting.

St. Ignatius College. - *Site:* West 12th st., near Blue Island ave. A college for the higher education of the catholic youth of Chicago and vicinity. Conducted by Fathers of the Society of Jesus.

The studies pursued in the college comprise the doctrines and evidences of the Catholic religion, Logic, Methaphysics, Ethics, Astronomy, Natural Philosophy, Chemistry, Mathematics, Rhetoric, Composition, Elocution, History, Geography, Book-keeping, Arithmethic, the Latin, Greek, English, German and French Languages and Literature.

The college is intended for day scholars only. The collegiate year is divided into two terms, the first beginning on the first Monday of September, the second on the first Monday of February. Students, however, are received at any time during the year. At the close of each term the several classes are subjected to a thorough examination in the branches studied during the previous half year. The annual commencement is held on the last Wednesday in June, when degrees are conferred and premiums awarded.

On completing the studies of the Collegiate Department, those who prove deserving of the distinction receive the degree of Bachelor

of Arts. Subsequently, by devoting one year more to the study of philosophy, or two years to any of the learned professions, they may obtain the degree of Master of Arts, if the Board of Managers be satisfied with their proficiency and moral conduct.

Though the government of the institution is mild rather than severe, yet, for the maintaining of order and discipline, without which good results are not attainable, strict obedience, assiduous application and blameless conduct are required of every student. Any serious neglect of these essential points renders the offender liable to effective correction and even to dismission.

Illinois Military Academy.—*Site*: Morgan Park, Ills., 13 miles south of the Court House. *Access:* Van Buren and Sherman sts depot; *Ride*: 55 minutes; *Round Trip:* 75 cents.

The Illinois Military Academy is a boarding and day school for boys, with a military cast; it is strictly non-sectarian. The academy occupies a fine three story building which contains the different school rooms.

The aims of the Academy are to furnish adequate and thorough preparation for any of the colleges, for the scientific schools of the country, or for business life.

To this end, there are four courses of study, each embracing four years. These courses are: 1) the Classical, 2) the Latin-Scientific (no Greek), 3) the English Scientific, 4) the English Commercial.

The conditions for admission are a good character and an average preparatory education; the applicant must be at least 12 or 14 years old, according to the course he seeks to enter.

The students, uniformed as cadets, are subjected to a strict military discipline. Between the reveille at six o'clock in the morning and the tattoo at nine o'clock at night the time is divided into alternate periods for instruction and military exercises, with intermissions for meals and recreation; the regular school instruction predominates, however, largely.

The agreeable alternation of intellectual and physical exercise, the military order and promptness, and the habit of obedience, prove this method a desirable one in both directions; and the cadets by their straight carriage and neat uniforms, present a pretty sight.

The prospectus of the association has a number of recommendations from prominent people.

The **Jewish Manual Training School**, situated in the southwest part of the city, on Judd street, between Clinton and Jefferson sts., is a fine four story building, erected by the Jewish Manual Training School Society which, founded by Leon Mandel, counts now among its members about 500 of the most prominent Jews who support the institution by voluntary contributions.

Theschool, situated in the midst of a very poor and illiterate population consisting for the most part of emigrants from the East of Europe, has, in the short time of its existence, exerted a most salutary influence and proven its needfulness by the number of applicants, of whom only about fifty per cent, or one thousand can be accommodated.

On the ground floor are the *carpenter* and *machine shops* and the *washing* and *bathing rooms* which are very practically arranged. On the second story, besides a large *hall*, the *kindergarten rooms*, the *school rooms* for the elementary classes and the *office* of the *superintendent*. On the third story more *school rooms*, the *music room*, and the *gymnasium;* and on the fourth floor some *class rooms*, a *room for instruction in dress-making*, *physical* and *chemical laboratories*. Heating and ventilation of the building are excellent.

The instruction delivered to the three sections of the school, the *kindergarten*, the *elementary* and the *higher classes*, is almost exclusively oral, and constantly alternates between the common branches taught in school and manual training, a method which proves very successful and contributes to the physical development of the scholars. Although the main object of the school is a preparation for practical life, it endeavors to effectuate a harmonious development of the pupils by furnishing also instruction in the fine arts and in physical culture. An evening school connected with the institution and frequented by about 400 adults, makes the salutary work of the school available for larger circles.

The **Josephinum** on the corner of Oakley ave. and Thompson st., not far from North ave., a non-confessional educational institution for girls, is directed by the order of Sisters of Christian Love (in Germany known by the name of *Mallinckrodt Sisters*).

The institution, at the same time a *boarding* and *day school* has accommodations for 75 home and 100 day scholars. Those day

scholars whose homes are at great distance from the school, may take their luncheon at the school.

The stately school house consists of a central structure with two four story wings. Being situated, free on all sides, on a large lot, on high ground near Humboldt Park, far from factories and other business places, it is surrounded by ample play grounds, and has the advantage of a quiet and healthy location. The interior appointments are throughout modern. There are spacious class rooms, a gymnasium, small theatre, etc.

The instruction is divided into an *academic* and *industrial course*, the former comprising the curriculum of a high school, singing and music, drawing, painting, needle work and wax-flower work; the latter a more limited course in English and German with especial reference to house-keeping, cooking in all its branches, the keeping of a household book, etc.

The discussion of religious, national and political topics is absolutely forbidden.

Further particulars may be found in the prospectus of the institution.

2) THEOLOGICAL SEMINARIES.

Chicago is considered the centre of theological education in the West, as the principal religious denominations have each a flourishing seminary here, which have received gifts and endowments to such an extent that they are able to give instruction and room rent to their students free of charge, and even pecuniary assistance when required. German and Scandinavian departments are included in addition to the regular course of divinity.

Chicago Baptist Union Theological Seminary. — *Site:* Morgan Park, 14 miles south from Court House. *Access:* See 'List of Suburban Trains'.

The seminary comprises a group of buildings, of which *Blake Hall* and the *Library Building* have been but recently erected. It is the largest institution of its kind in the United States.

The purpose of the seminary is primarily and chiefly to fit men to become preachers of the Gospel. To this end students are instructed in the principles of the Bible, in the chief facts and teachings of Church History, in the critical translation and interpretation of the Old and New Testaments, in the constitution and management

of churches, in the composition and delivery of sermons, and in the practical duties of the pastorate.

The seminary is open to students of all denominations of Christians. In order to obtain admission the student must present a certificate from the church of which he is a member, approving of his purpose to devote himself to the work of the ministry; also his diploma of graduation, or papers of regular dismission from any school with which he may have been previously connected.

There are in the seminary a number of married students. Their wives are permitted to avail themselves of so much of the course of study as they are prepared to receive, in order that they may thereby be better fitted for the important positions which they will be called to fill in churches. Moreover, now and then, during the history of the seminary, an unmarried woman, seeking for a broader culture, that she might be more thoroughly prepared for efficient Christian service, has been admitted to the privileges of the lecture rooms. Some of these are now meeting great responsibilities, with marked success, on both the home and foreign mission fields.

The library consists of 32,000 volumns.

A Dano-Norwegian department (1890: 20 students); a Swedish department (1890: 34 students); are connected with the regular seminary (1890 111 students).

McCormick Theological Seminary of the Presbyterian Church.—*Loc.* 1060 North Halsted st., bet. Fullerton and Belden aves., access by Lincoln ave. cars of the North side cable road.

The seminary which owes its existence mainly to the late C. H. McCormick, comprises a number of buildings.

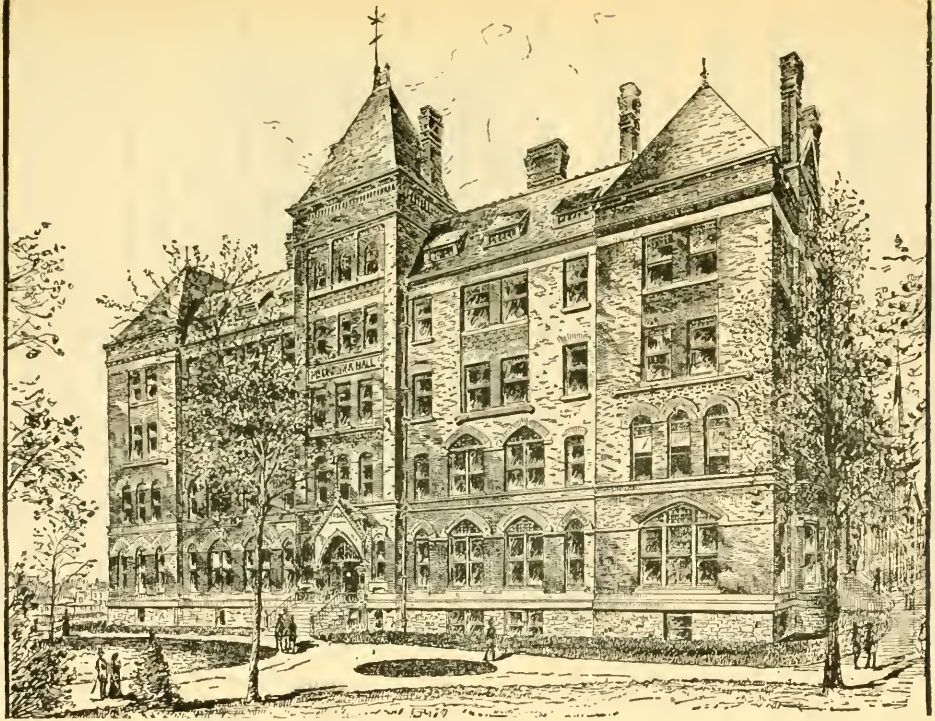
(1) Ewing Hall, with 35 rooms for the students, reading room and gymnasium.

(2) The Chapel, with library and two lecture rooms.

(3–4) McCormick Hall and Fowler Hall, containing together, 112 rooms for students, two lecture rooms and several business rooms.

(5) Five dwelling houses for the professors.

The rooms of the students are very conveniently and comfortably arranged, there being steam heat, gas light, hot and cold water, bath rooms, a bowling alley etc., all of which is at the free disposition of the student, except heat and light, for which a charge of $16.00 per annum is made. Instruction and use of the library are gratis, Board may be obtained for from $3.00 to $3.50 per week. Needy Students find special help.



McCormick Hall. McCormick Theological Seminary.

The seminary is open to students of all protestant denominations, who are graduates from any college of recognized standing.

The instruction is divided into three annual courses of seven months, each session lasting from September until March. Particulars may be learned from the prospectus of the institution, which is sent upon request. Many impecunious students usefully spend the five months vacation in missionary service.

The conduct of the students is under the control of the faculty. Several prizes are annually offered in order to enhance the energy of the students.

The library numbers 13,000 volumes, chiefly, but by no means exclusively, selected with regard to the aim of the school.

The course 1890-91 was taken by 173 students, who came from 23 states of the Union, from Canada, Scotland, Belgravia and Japan.

Chicago Theological Seminary. *Loc.* Union Park and Ashland Boulevard.

This seminary, located in a complex of four buildings was founded in 1858 by the Congregational churches of the Northwest. The conditions for admission and rules of the institution are nearly identical with those of the McCormick Theological Seminary.

The students may be boarded in the vicinity of the seminary for from $2 to $3 a week. The instruction is divided into two courses: the lecture term, comprising the time from April to Sept., and the reading term, lasting from June until August.

The stately four and five story new dormitory building on Ashland and Warren aves. has accomodations for 134 students, and contains besides lecture rooms, studies and business rooms, bath-rooms and a gymnasium. Keyes Hall and Carpenter Hall (between the two the Hammond library building) each accomodating 38 students are destined exclusively for the reception of foreign students.

The seminary has had, since 1882 and 1885, a German, a Danish, a Norwegian and a Swedish section.

The arrangement of these buildings is as perfect as that of the McCormick seminary.

The Hammond library numbers 10,000 volumes, for the most part on theological subjects, and all the American and European periodical and religious papers.

The seminary liberally distributes funds for missionary and other

religious work, helping many an impecunious youth to a respectable situation.

A number of prizes are annually offered in order to spur the energy of the students.

The **Western Theological Seminary of the Episcopal Church.**—*Loc.* 1113 Washington Boulevard.

This seminary is located in two buildings, the theological hall and the dwelling house of the students.

The main structure, called Wheeler Hall, is built in late English Gothic, the material being red brick, brown stone and terra-cotta,

Chicago Manual Training School.

the latter for the ornaments. The spacious lecture room is reached from the main entrance by passing through a hall flanked by Gothic columns. On the east end of the building projects the pentagonal chapel which has on each side an altar window bearing images of Christ and the four evangelists. A beautiful organ complements the sumptuous appointments of the chapel. In the west end is the library which is lighted by a magnificent large Gothic window divided into four sections, showing on stained glass the portraits of

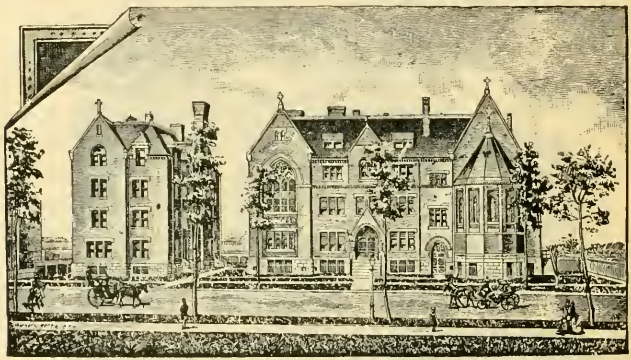
several bishops. In the remaining part of the building are class rooms, the dinning room, the professors apartments etc.

On the west is situated the four story dormitory building with sick chamber, gymnasium and every convenience for the inmates.

The students pay $200 per year for room and board.

Garrett Biblical Institute. *Loc.* Evanston. Branch of Northwestern University.

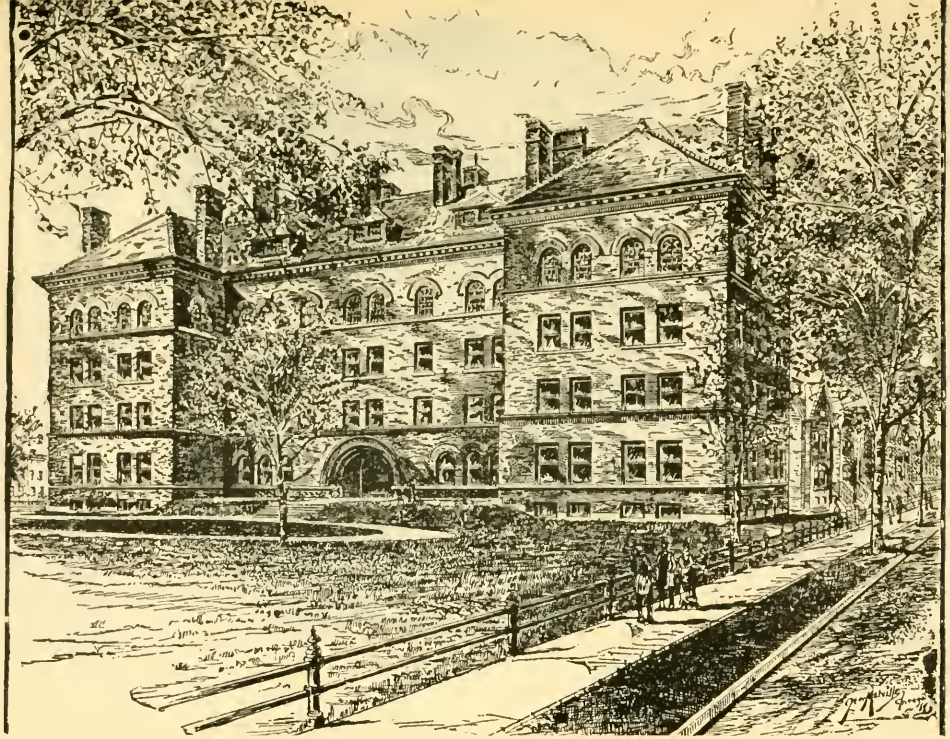
This institution aims to give an opportunity for theological training to young men who desire to prepare themselves for the Methodist Episcopal ministry and are in possession of the necessary preparatory training. Instruction and rooms are furnished free of cost. The Norwegian, Danish and the Swedish seminaries, branches of Garrett



Western Theological Seminary.

Institute, are intended to prepare ministerial aspirants for their calling in these languages. The former had 14 students in 1890; and the latter had 19. The catalogue of Northwestern University, of which Garrett Biblical Institute is a department, gives the particulars of the curriculum. The Institute has its own library of 5,000 volumes; and in 1890 had 187 students in all.

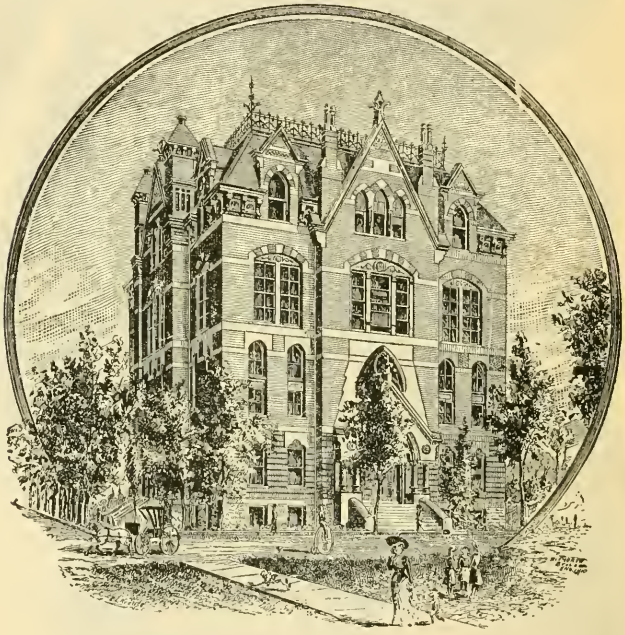
The **German Theological Seminary of the Lutheran General Synod** was established in July, 1885. It is located on the corner of Augusta st. and Ashland ave. The number of students is 20.



Fowler Hall. McCormick Theological Seminary.

3) MEDICAL AND PHARMACEUTICAL COLLEGES. TRAINING SCHOOLS FOR NURSES.

The number and excellence of the *medical colleges* of Chicago have won for her the title of the "Vienna of America." Most of them are located in the vicinity of the Cook County Hospital, Harrison and Wood sts., with its unsurpassed clinical facilities, and the handsome brick and stone buildings of four celebrated medical colleges face the hospital.



Rush Medical College.

All are reached by the Ogden ave. or Van Buren st, cars. Each college has a *free dispensary* attached, and all but one or two have a hospital adjoining, under their special management.

Rush Medical College.—*Loc.* Cor. Wood and West-Harrison st.

This college, situated diagonally opposite the Cook county hospital, is a branch of Lake Forest University, and the oldest medical

school in Chicago, and one of the most prominent medical schools in the whole country.

The three story building contains two large *lecture rooms*, each with a capacity of 500, besides the accessory rooms of such an institution. The course of study is very comprehensive. The neighboring hospitals: *Presbyterian Hospital*, *Cook Co. Hospital*, (7,000 patients annually,) the *Illinois Charitable Eye and Ear Imfirmary* offer very favorable opportunities for clinical practice; besides the *Central Free Dispensary* in the college building, with 13,000 patients annually. Good and cheap board may be obtained in the neighborhood. Average attendance 500 students.

College of Physicians and Surgeons.—*Loc.* 813 West-Harrison St. cor. Honore.

The college is located in a stately four story building, in Queen Anne style. At one corner arises a tower 100 feet high.

The first floor is occupied by offices and the *West Side Free Dispensary* in which 25,000 cases are annually treated. In the second story are the spacious *lecture room*, a large *clinical operating room*, *patients' room*, etc. The *library*, *chemical laboratory* etc. are in the third story, and in the fourth are the *amphi-theatre*, with a capacity of 450, the *dissecting room* etc. Attached to the the college is a hospital. The students have, besides, opportunity for practice in Cook Co. Hospital and the Ill. Eye and Ear Infirmary.

The interior arrangements are remarkably practical. Course of study: three years. Conditions for admission and curriculum, as usual. The college serves especially for the further education of physicians.

Hahnemann Medical College.—*Loc.* 2813 Cottage Grove Avenue.

This is one of the oldest homeopathic schools in the country.

The four story college building contains all the rooms and appointments necessary for a medical school.

The plan of teaching is largely clinical and objective, the college course being the complement of the daily drill in the hospital.

The college is open to both sexes.

Chicago Homeopathic Medical College.—*Loc.* Corner Wood and York Sts., opp. Cook Co. Hospital.

The college building is a stately three story structure

which is said to be one of the best appointed in the country.

It has an amphi-theatre capable of seating five hundred students. It is well lighted and ventilated, heated by steam and provided with comfortable opera chairs. There are also two large lecture rooms, furnished with opera chairs with desk attachment, for the regular classes. In addition there is a small lecture room for sub-classes, making four fine rooms for lecture purposes.

There are four large clinic rooms, with separate waiting rooms for each, and one large general waiting room for patients. Special attention has been paid to the internal arrangement of these rooms so that patients may be readily introduced into either lecture room for clinical instruction, and important cases studied separately by sub-classes with the clinical professors.

The two large dissecting rooms are spacious, well lighted and airy, and supplied with everything necessary for the convenience or welfare of the students.

The chemical and microscopical laboratories are large and well equipped; there is an extensive anatomical museum; a reading room; a reference library, containing several hundred volumes of rare and valuable books; reception and cloak rooms; offices and everything necessary for the convenience and comfort of students and teachers.

About 1,600 patients are annually treated in the various departments of the college.

The **Chicago Medical College.**—*Loc.* Prairie Ave. cor. Twenty Sixth St.

The Chicago Medical College, the medical school of the Northwestern University, belongs to the oldest and most respected schools in the country.

The college contains two large amphi-theatres for didactic and clinic instruction.

There are departments for Anatomy, Operative Surgery and Bandaging, and laboratory courses in Chemistry, in Normal and Pathological Histology, a practical course in Obstectrics, and a bacteriological laboratory.

The college has a very rich museum of preparations for instruction in anatomy and materia medica.

A reading room with books and professional papers is at the disposition of the students.

The *South Side Dispensary* in the college building, with about 14,000 patients annually, serves for clinical practice; besides Mercy, St. Luke's and Cook Co. hospitals.

St. Joseph's Hospital, Garfield Ave. and Burling St.

The course of study lasts four years. The college was, in 1890, attended by 240 students.

Bennett Medical College and Hospital.—*Loc.* Ada St., Northwest cor. Fulton St.

This college pursues aims similar to that of other medical schools.

The course of instruction in this college is eclectic, and open to both male and female students.

Womans' Medical College.—*Loc.* 335 South Lincoln St. opp. County Hospital.

The three story college building contains two lecture halls, a museum, a laboratory, a dispensary etc., and is in every way practically appointed.

Chicago Veterinary College.—*Loc.* 2537 State St.

This school has for its object the education of veterinarians.

The faculty is composed of twelve teachers, and the attendance was, in 1890, 137. The school possesses a small veterinary museum, a chemical and microscopical laboratory, a pharmacy etc., and gives instruction in all branches of veterinary science. A hospital connected with the college gives the students opportunity for medical and surgical practice.

Chicago Policlinic. *Loc.* 104 and 106 Chicago Avenue.

This institution offers something like post graduate courses in surgery and medicine for practicing physicians.

There are about 150 patients treated free, daily.

About twenty physicians among whom prominent specialists.

The **Training School for Nurses** founded in 1881, owes its existence to a lack of nurses experienced by the Cook Co. Hospital.

The school located on Honore st., about half a block from the hospital and closely affiliated with the county hospital, receives about 80 pupils at the age of from 25 to 35 who must, before definitively entering the school, serve on probation for one month, with no other compensation than free board and room in the school. The majority of candidates withdraw before the end of the month, the strict discipline, attendance during eleven hours, contact with patients of both sexes, proving too much for them. Only one-fifth or one-sixth of the number take the whole course.

The pupils are instructed, either practically at the patients' beds

or theoretically by lectures, in the accessories to medical treatment: Cooking for the sick, dressing wounds, drawing blood, ventilation and heating of sick chambers, observation of pulse, appetite, temperature of the body, breathing, sleep, effect of medicines etc.

The month of probation satisfactorily passed, the candidate is admitted to the school upon signing a contract binding her to strict observation of the regulations of school and hospital, and to service in both for two years.

The school thereupon furnishes her with a dress, apron and cap. The day nurses serve from 7:30 a. m. to 7:30 p. m., the night nurses the rest of the time.

At the end of two years the pupil receives her diploma and one hundred dollars. The diploma, however, being limited, must be reissued from time to time. The authorities of the school may even revoke it, upon finding the bearer negligent in the discharge of her duties.

The excellent work done by the school is best demonstrated by a constant reduction of the death rate, ever since its establisment.

Trained nurses may be engaged at the school for $3 per day, or $15 to $20 per week.

Chicago College of Dental Surgery.—Branch of Lake Forest University.

Loc. Corner Wabash Ave. and Madison St.

The College has a well-lighted and well-ventilated lecture room, faculty room and museum, a large room for the infirmary, with excellent light, having a capacity for sixty chairs, a large and well fitted chemical laboratory; a mechanical laboratory, and a complete histological laboratory; also a dissecting room, patients' waiting room, students' cloak room and superintendent's room, together with toilet rooms etc.

The Chicago College of Dental Surgery confers upon those who have satisfactorily completed its courses the degree of Doctor of Dental Surgery. Graduates in medicine may present themselves for final examination after completing a special course of one year; all other students, in order to obtain the degree, must have studied Dentistry three years, of which at least two shall have been spent in a college. The *Infirmary* of the college, open throughout the year, affords students practical experience in dealing with every form of dental and oral deformity and disease.

College of Dental and Oral Surgery.—*Location* 34 Monroe St.

This branch of the Northwestern University offers

thorough instruction in dentistry. High qualifications for admission are required.

The college owns a rich anatomical museum which serves for demonstration.

The course of study comprises normal and pathological histology and bacteriology. The students have an opportunity for practically exercising their profession in St. Luke's and Mercy hopitals. A library and reading room in which the professional journals are kept are at the disposition of the students.

The course of study lasts three years. In 1890: 30 students.

Illinois College of Pharmacy.—*Loc.* S. W. cor. Lake and Dearborn Sts.

This branch of the Northwestern University has for its aim a thorough education of pharmaceutists, and gives more attention to practical instruction than other schools of similar character.

In a great number of drug stores throughout the country there is little opportunity to learn pharmaceutical work. Young men learning the business simply get mercantile practice without any professional work whatever. For example, they do not learn to make perfect emulsions, pills, suppositories, and other typical extemporaneous preparations, nor to overcome difficulties such as constantly occur in stores where a fair amount and variety of dispensing business is done. For this reason the Illinois College of Pharmacy gives special manual training in dispensing work to all of its students in a separate laboratory fitted up expressly for that purpose. This new feature in pharmaceutical education has proved to be of great value.

The college being specially designed for the education of druggists, the requirements for entrance are such as will admit the great majority of drug clerks, apprentices, and persons preparing for the drug business. Thus a good common public school education is sufficient; but no person under eighteen years of age will be admitted.

The principal branches taught are: Pharmacy, Chemistry, Materia Medica, Pharmacognosy, Physics, Metereology, Botany and Microcospy.

Four laboratories have been provided viz: A chemical laboratory for work in experimental and analytical chemistry, a pharmaceutical laboratory for instruction in the methods of making chemical and pharmaceutical preparations, a botanical and microscopical laboratory, and a dispensing laboratory.

The students themselves perform instructive experiments, make a great variety of chemical and galenical preparations, learn the behavior and uses of re-agents by actual work, receive instruction and practice in chemical anlysis, make and examine microscopical sections of drugs and put up prescriptions, and pursue such other practical studies as are best mastered by doing individual work.

Practical exercises in the class-rooms are given in connection with the study of weights and measures, specific gravity, the use of hydrometers; the application and transposition of the pharmacopoeial, and other working formulas, the writing of chemical symbols, formulas, and equations; calculations of combining proportions; problems in pharmaceutical technology; official pharmaceutical nomenclature etc.

In the study of pharmacognosy the classes are subdivided, and the drugs placed before each student upon large tables, where they can be conveniently and thoroughly examined and compared with the official descriptions, and the students are also drilled in writing correct and systematic descriptions of drugs from the specimens before them.

A few prizes are annually awarded to the best students.

The requirements for graduation are: Attendance upon two terms of instructions of twenty weeks each; a good average standing in the examinations in all branches; three years practical experience in pharmacy and dispensing prescriptions.

Chicago College of Pharmacy.—*Location:* 465 State St.

Aim and course of study similar to that of the Illinois College of Pharmacy.

3.) SCHOOLS OF LAW, PHILOSOPHY AND TECHNOLOGY.

Union College of Law.—*Location*: No. 40 Dearborn St.

This college, founded in 1879, is a branch of the Northwestern University and has for its object a thorough preparation for the practice of law.

The instruction consists in lectures delivered by the regular teachers and prominent lawyers of the city. The students undergo several daily examinations and enjoy the privilege of criticism at the hands of their teachers and of professional lawyers.

Mock Sessions of Court held in order to acquaint the student with the difficulties encountered in practicing law, are a regular feature of the course of instruction.

Special care is bestowed upon elocution. A practical instruction

in the rules governing parliamentary assemblies is attempted by holding mock sessions of legislative bodies.

A number of prizes are annually awarded to the students of the highest standing.

The course of study comprises two years of 36 weeks each.

The *library of the Law Institute* with its 18,000 volumes, is at the disposition of the students.

Chicago College of Law. Branch of Lake Forest University. *Location:* 78 La Salle St.

This institution is open to all who possess the requisite qualifications and are desirous of availing themselves of its advantages, but it is conducted more especially for the purpose of affording young men, who are engaged in offices and business houses during the day, an opportunity to pursue a regular course of law studies, under proper instruction. Its sessions are therefore held each week-day evening between the hours of seven and nine o'clock.

Applicants for admission to the Junior Class must have at least a good common school education, and must be prepared to pass an examination upon the branches of learning usually taught in the public schools. No distinction is made in the admission of students on account of sex or color.

The students are required to carefully read and study the text-books included in the course, and instruction is given in the form of thorough examinations upon lessons previously assigned, coupled with such explanations and illustrations of the various topics thus presented for consideration as at the time may seem necessary to their being properly and adequately understood. Lectures upon special subjects are also given. To this are added occasional exercises in the preparation of pleadings, and in the discussion by the students, under the superintendence of the Faculty, of matters of pleading and practice, and other cases of Law, arising upon cases to be specially assigned.

The Philosophical College. Branch of Lake Forest University.

Location: Lake Forest. (See Suburban Stations.)

The Philosophical Faculty corresponds in general to the Philosophical Faculty in the European Universities, and offers graduate courses of instruction in Philosophy, Science, Languages and Literature, extending over two years of residence at the University and leading to the degree of Doctor of Philosophy. Candidates must be college graduates, and possess a reading knowledge of French and German.

4) LIBRARIES.

As in so many other things, the great calamity of the Fire of 1871 only served to stimulate the development of the libraries of Chicago. The universal sympathy which the terrible fate of the young city awakened also found expression in the gift by English donors of a collection of 7,000 books for the establishment of a public library. This collection formed the nucleus of the Public Library of the city of Chicago, which is described below.

To the rich endowment which called the soon to be described *Newberry Library* into life, there has recently been added another — the 2½ million dollar endowment of the late *John Crerar* for the establishment of a free public library. The Crerar library will be established only after the bequest made in the will has been confirmed.

These extraordinary means lead to the expectation of a high development of library facilities in Chicago; the more so because the administrators of the different libraries are agreed to make them complementary, and so judiciously to realize the common aim.

Besides these, there are in Chicago, in connection with the public schools, churches, societies, etc., many small and some larger libraries, as well as a number of valuable private libraries with rare and valuable works. So far as these are of public interest and have come to our knowledge, they are mentioned below.

The Public Library is located on the fourth story of City Hall (west wing of the Court House) and has entrances from La Salle, Washington and Randolph Streets.

It is best reached by the elevators which are always running during the hours in which the library is open.

The library consists of:

(1) *A Circulating Department*, open only on week days, from 9 a. m. to 8:30 p. m. Every inhabitant of Chicago who is endorsed by a well known citizen, is entitled to the free use of this circulating library. Application blanks are furnished by the library. Books (one volume at a time, two if part of a large work) may be kept two weeks and be renewed once for as long a period. A fine of three cents per day and volume is levied if books are not returned when due. For the

greater convenience of the public, there are established the following stations of the public library:

FREE DELIVERY STATIONS.

The Chicago Public Library receives and exchanges books, free of charge, and issues Library Cards at the following places:

NORTH DIVISION.

1 N.	349 Division Street,	R. E. BURKE.
2 N.	199½ Center Street,	MRS. W. L. MALONE.
3 N.	500 Lincoln Avenue.	E. M. POPE.
4 N.	Ravenswood,	HISTORICAL SOCIETY.
5 N.	130 Fullerton Avenue,	A. B. WOLF.
6 N.	341 Clybourn Avenue,	READING ROOM.

WEST DIVISION.

1 W.	278 West 12th Street,	FRANK KOTZUM.
2 W.	547 West Indiana Street,	MRS. S. IMBRIT.
3 W.	817 West Madison Street,	R. C. HOLLAND.
4 W.	513 West 18th Street,	ANTON JANES.
5 W.	1204 Milwaukee Avenue,	READING ROOM.
6 W.	381 South Western Avenue,	MRS. MARY ROOKS.
7 W.	883 North California Avenue,	MRS. E. AINSWORTH.
8 W.	4135 West Lake Street,	E. Y. HORDER.
9 W.	335 South Halsted Street,	READING ROOM.
10 W.	405 West Van Buren Street,	MRS. C D. SHIELDS.
11 W.	Irving Park,	A. L. ADAMS & CO.
12 W.	1264 West Madison Street,	J. T. SUTOR.

SOUTH DIVISION.

1 S.	154 East 22nd Street,	P. V. FITZPATRICK.
2 S.	233 31st Street,	GEO. W. BOULTON.
3 S.	3804 Cottage Grove Avenue,	MRS. ALEX. DARROW.
4 S.	625 43rd Street, (Lake)	READING ROOM.
5 S.	134 53rd Street,	READING ROOM.
6 S.	353 63rd Street,	L. E. DE GARMO.

BRANCH READING ROOMS.

1. 1204 MILWAUKEE AVENUE.
2. 625 43rd STREET, TOWN OF LAKE.
3. 341 CLYBOURN AVENUE.
4. 134 53rd STREET, HYDE PARK.
5. 335 SOUTH HALSTED STREET.

(2) A *Reference Room*, which is open to every orderly person. Reserved space for ladies. All catalogues and books in them marked "reference" (all valuable works which are not given out) may here be inspected. The numbers of the books desired must be placed on an application slip furnished by the library. No more than five volumes may be inspected at a time. Fiction is not here delivered. A collection of large maps of the most important countries is near the entrance.

(3) *Reading Room for Periodicals*, open on week days from 9

a. m. to 10 p. m; on Sundays from 9 a. m. to 6 p. m. and open to all. There are here kept 587 periodicals, 390 of which are magazines, 71 daily papers, and 126 trade journals. Of the 390 periodicals, 220 are American, 92 English, 50 German, 9 French, 7 Scandinavian, 6 Bohemian, 4 Polish and two Dutch publications.

(4) *Patent Department*, containing works referring to patents. Open only on week days, from 9 a. m. to 5:30 p. m.

(5) *Card Catalogue Department*, presenting the catalogue of the library in cards. Each book is represented by two cards, one bearing the title of the book, and the other the author. The cards are arranged alphabetically, and every new accession is at once entered. This very convenient arrangement is not only of great service to the public, but also to the librarian.

The Officers and Attendants of the Library endeavor in every way to assist the public and are always ready to give information on subjects connected with the library. Librarian, *T. H. Hild;* Assistant Librarian, *E. T. L. Gauss.*

The library numbers 156,243 volumes, 124,141 of which are in the English language, 17,351 in German, 6,682 in French, 453 in Italian, 163 in Spanish, 25 in Portuguese, 1214 in Dutch, 3732 in Bohemian, 1002 in Polish, 136 in Russian, 3944 in Scandinavian.

These numbers comprise 16,364 volumes of periodicals with technical and scientific contents. A large number of them is complete from the first day of their publication.

Some very rare and valuable books may be inspected by obtaining special permission. The library was distinguished by a gold medal, at the Paris Exhibition in 1889.

A separate building for the library, on the corner of Michigan Ave. and Randolph St., is now contemplated. The necessary means being plentifully provided, the new library building promises, with regard to architecture and interior appointment, to be one of the finest in the country.

The Newberry Library.—*Location:* Cor. State and Oak Sts.

The aim of this library is not entertainment but instruction; hence it excludes all entertainment reading. It is furthermore a reference library, and does not loan out books.

The use of this library is free to everybody. The *public reading room* contains the periodicals and convenient tables and chairs. A library attendant who is always present, brings the books for the

reader. The reading room is open from 9 a. m. till 5 p. m., and from 7 till 10 in the evening.

The library at present contains 60,614 volumes and 23 958 pamphlets; among these, 959 relate to biography: 2722 government documents and sociology; 1,975 are historical; 737 relate to music; 2,992 to religion; there are 2,099 serials, 17,203 medical works etc.

Of very great importance to the specialist and scholar is the large number of, in part very expensive, chemical, technical, medical, historical, geographical, musical and other periodicals, (279 of which are medical) in all living languages, to which the library subscribes and which it preserves.

The institution owes its origin to the old settler, *Walter Loomis Newberry*, who died on the 6th of November, 1868, and bequeathed, in case of death of his two daughters, (one of whom died in 1874 and the other in 1876) without offspring, and of his wife, (who died in 1885), the half of his great wealth for the founding of a library on the North Side.

This half is at present about two and one-half million dollars; but since the bequest consists of real estate, which is constantly increasing in value, the real value of the property is much greater than this.

These vast means of course permit very liberal purchases. Hence a very valuable musical collection, many rare, old and expensive works, complete sets of the important scientific journals, etc., have been purchased, and thus form the nucleus of a library of the first rank.

A new library building is in process of erection, on North Clark street, between Washington Square, Oak, Clark and Dearborn streets. It will be 300 feet long and 60 feet wide, and promises to be architecturally noteworthy.

The Library of the Law Institute, an association of members of the Chicago Bar, is located in the Court House.

It contains about 18,000 volumes, including the reports and statutes of the United States, and of all the States in the Union, as well as the English, Scotch and Irish reports and statutes, and a vast collection of elementary works, treatises, and digests. For the use of this library, practicing lawyers, members of the Institute, pay $100, besides an annual assessment of from $10 to $12.

The Chicago Historical Society. *Location:* 142 Dearborn Avenue, is one of the oldest and most noteworthy institutions of the city.

It was founded in 1856 by a number of prominent citizens, and its purpose is the collection of historical material of every kind, and of every age and nation, but especially such as has reference to the *City of Chicago*, the *State of Illinois* and the *United States*. With this aim, there had been collected, at the time of the great fire in 1871, 100,000 books and documents, besides numerous curiosities of all kinds. Among these there was much valuable material bearing on the Civil War, as well as the original of the Proclamation that announced the abolition of slavery. All this became the prey of the flames.

The universal sympathy which the misfortune that befell Chicago in 1871 aroused, extended also to the Historical Society; and in a few years a very considerable nucleus for a new collection had been contributed. This collection, too, was lost in a second fire in July, 1874.

The repeated misfortunes could not, however, cripple the enthusiasm of the members, and on the 15th of October, 1877, the society moved into the present library building. This building is however, in every respect inadequate to the wants of the society, and the erection of a new building may yet be expected in 1891.

The society has in other ways promoted the interest of Chicago; and the city is especially indebted to its efforts for the removal of the cemeteries, and the creation of Lincoln Park: the finest park in the city.

At present the library contains 18,000 bound volumes, and 40,000 pamphlets. It is open from 9 a. m. till 5 p. m. (closed on Sunday) and is free to all for the use of books; which however are not loaned out.

The society holds monthly meetings, at which, historical and biographical subjects are treated before a select audience.

The collection contains complete files of the newspapers and periodicals printed in Chicago, as far as these could be secured. And to this is added an extensive literature relating to the State of Illinois, and the United States. The prominent American periodicals are in the collection. And it contains a large number of pamphlets, illustrated papers, clippings, photographs, stereoscopic photographs, originals or facsimiles, interesting documents, maps, etc., especially such as relate to Chicago. And in various cases set up in the room, are

contained all kinds of historical objects, of ethnographical, geological, palaeontological and archaeological interest; Indian weapons, implements and ornaments, the contents of Indian graves—weapons, idols, pottery, etc. There are also collections of old coins, medals, paper money, etc.

There are also in the library a number of portraits (oil paintings) most of them old settlers of Chicago; and a large oil painting, the subject of which is the "Great Fire;" and a reduced imitation of the block house of Fort Dearborn, the first military station at Chicago, built of wood taken from the block house itself.

The **Young Men's Christian Association Library,** 148 Madison st., containing almost 5,000 volumes, is open to members only. A *reading room*, with the leading daily papers, weeklies, magazines, etc., is *open to all.*

The **Union Catholic Library.**—*Location:* 94 Dearborn st.

The library contains about 2,800 volumes from all departments, except such as conflict with the Catholic religion.

Membership, 350; open from noon to 6 P. M. Sundays, 3 to 6 P. M.

Chicago Atheneum Library.—*Location:* 18 to 26 Van Buren st.

The library contains about 2,000 volumes from all departments of literature, and is open on week days from 8 A. M. to 9 P. M. Connected with it is a reading room, provided with the Chicago daily papers and the leading weeklies and magazines.

The *Universities*, *Medical*, *Pharmaceutical*, and *Law Colleges*, have nearly all more or less extensive libraries.

(5) ART AND SCIENTIFIC INSTITUTIONS—PANORAMAS, MUSEUMS.

Art Institute.—*Location:* S. W. Cor. Michigan avenue and Van Buren St.

The museum of the Art Institute is a beautifully proportioned five story structure, built of pink-brown sandstone the outer surface of the blocks being left rough.

The main front, with its gable and beautiful round arched portal, is on Michigan avenue. The windows of the second and third floors are arranged in a system of seven great round arches, the two tiers

of windows being separated by a frieze-like strip of stone work decorated with medallion busts of celebrated artists. Three similarly executed portraits fill the point of the gable. The windows of the fourth story as well as those of the gable are plain rectangular openings in the masonry, but producing by their beautiful proportions a good effect. The tops of the fourth story windows on the Van Buren street side rise above the lower roof line, each window requiring thus a separate roof, as a dormer window. The Van Buren Street facade is a repetition, on a smaller scale, of the one on Michigan Avenue.

On the corners of the building are massive round towers, having their bases at the level of the third floor, and ending in conical roofs. Resting on a capital and surmounting the peak of the gable is a small torso.

Interior.—In the arrangement of the collections, the lower rooms have been given to sculpture, casts, metal-work and ceramics, the rooms above being reserved for paintings, etc. In the description we have taken up the different rooms in their natural order, or that in which they present themselves to the visitor, and *not* as they are numbered.

First Floor.—The first room on the right, occupying the northeast corner of the building, is devoted exclusively to plaster casts of classical works in Greek and Roman Art, the collection being among the most important in the country. Especially noteworthy are: Fragment from the *frieze* of the *great altar* of *Pergamon* (after the original in the Berlin Museum); *Drum of column* from the temple of Artemis at Ephesus, (original in the British Museum); The Dying Gaul; *Niobe* and *youngest daughter* (Florence); *Diana* as *Huntress*; *Apollo Belvedere*. On the west wall are beautiful models of columns of the different classic orders. Adjoining this room on the west are those containing the *Eldridge G. Hall* Collection of Sculptures. In the first room there is, in addition to two casts from Statues of *Augustus*, and one of *Minerva*, a copy of the *Laocoon* group. In the next room are reproductions of specimens of Assyrian, Egyptian, and early Greek art. Of especial interest are: Colossal head of *Rameses III* from the temple of Aboo-Simbel, in Nubia (same size as original); Plaster model of the Gate of the Lions at Mykenae; Assyrian and Greek friezes.

Adjoining this room on the south is another, No. III (reached by ascending a few steps), also devoted to casts. At the entrance, Hermes and Dionysos, after the original discovered in 1877, in Olympia. *Silenos* with Bacchus; *Diskobolos*; Eirene and Plautos.—Frieze from

the monument of Lysikrates. Karyatid from Erechtheion.

From here the next floor is reached by the stairway. On the walls are plaster busts of Roman Emperors.

Second Floor. Above, before the entrances, are original drawings for wood cuts that have appeared in prominent American magazines (Century, Harpers' and St. Nicholas). These drawings, executed by various methods, show remarkable ability. The room in the Northeast corner is occupied by the Chicago Society of Decorative Art, which possesses a noteworthy collection of embroidery, specimens of textile industry, etc. (Admission free at all times). The adjoining room, No. 11, contains a part of the collection of metal-work and antiquities. On the walls of this room are framed chromo-lithographs of frescoes, monuments and drawings by celebrated masters. In the middle of the room are three very interesting Japanese incense-altars of beautiful dark bronze, standing nearly ten feet high and covered with magnificent reliefs, statuettes, dragons and fret-work; also a gigantic (Japanese) bronze vase, supported by a dragon, etc. On the wall and near the exit are faithful reproductions of interesting armor, shields, etc. On the west wall are interesting reproductions of ivory carvings of much artistic value. On the north wall is a cabinet containing a collection of all the copper coins minted in the United States from 1793 to 1890. A bust of Dante, in bronze. A much reduced copy of the *Farnese Bull*, also in bronze. In the five glass cases in this room are arranged the following: (1) *Japanese costumes*, *ivory carvings*, *pagoda-shaped vessels* and *urns* of bronze (one taken from the temple of Kaga is at least 150 years old) hat of a Buddist priest, etc. (2, 3 and 4) Good models of celebrated masterpieces in the jeweler's and goldsmith's art. (5) Galvanoplastic fac similes of the Hildesheim collection (discovered in 1868), and similar reproductions of the Bernay collection (69 pieces from the temple of Mercur Augustus in Canetum; found near Bernay in France).

In the next room are ten glass cases, four on the left and six on the right; an aisle separates the two rows. On the left: (1) Island terra cottas, a collection of genuine miniature objects in clay, resembling the well-known Tanagra figures, and consisting of statuettes, heads, idols and various grotesque objects. Discovered near Smyrna, in 1888. (2 and 3) Two great Greek-Italian vases of the so-called Amphora form. A number of smaller vases and shell-like vessels. (4) Prehistoric bowls, jars and pots, unearthed in New Mexico. Also vessels from Old Mexico. Especially interesting are those in which animal forms have been imitated. On the *right* of middle aisle

are the following cases: (1) Crater-shaped Greek-Italian vase and 18 terra cotta lamps, (Roman). (2) Greek-Italian vases. A flat vase with cover (rare). Terra cotta groups, etc. (3) Interesting vases in the so-called Kylix and Prochoos forms. (4) Marble statuette of *Hercules*, twenty-two inches high. Three terra cottas. (5 and 6) Marble busts of *Silene* and *Hercules*. Fragments of lead pipes of the ancient Roman water-works.

In the south corners of the room are two magnificent marble vases, four feet high.

The next room, No. 9, contains the library of the Art Institute.

The last room on this floor contains, among other things of interest, three *Brussels Gobelin tapestries* (woven), a model in cork of the Temple of Neptune, and the following plaster casts: *Thor's Battle with the Bull*, by J. Gelert, one of Chicago's sculptors. *King Arthur*, of England, in full armor. *John Harvard*, founder of the Harvard University. *Head of David*. Colossal bust of *Michael Angelo*. There are many others almost equally interesting.

Third Floor. The rooms on this floor are not yet open to the public, being utilized at present for lecture purposes. Along the stairway leading to the floor above are autotypes of works in the galleries of Madrid, the Hermitage at Dresden, etc. Also, plaster casts of the *Aviades*, *Juno*, *Diana*, *Niobe* and a *Satyr*.

Fourth Floor. This floor 170 x 27 feet, contains six rooms. A few rooms of the adjoining building have been arranged for use in connection with these in order to afford additional floor space. This suite of rooms contains the collection of paintings, 550 in number. In the hall at the entrance is a marble copy of the Victoria, from the Temple of *Nike Apteros*, at Athens; also a plaster cast of the bust of *Lucius Verus*.

The first room (at the front) contains at present the collection of the *Society of American Wood Engravers*. The specimens are selected artists' proofs, printed from the original block, and their authenticity is certified by the autographs of the engravers. A number of these engravings were awarded gold, silver, and bronze medals at the recent Paris Exposition (1889). The room also contains three works in marble: a bust of *Van Buren*, *Pandora* and above all, the *Lost Pleiad*, by Randolph Rogers, (in center of room).

With room 17 begins the collection of paintings proper. The following deserve especial mention: No. 56.—*Neal*. "Interior of St. Marks." No. 55.—*Bridgeman*. "Negro Fete, Algiers." No. 57. *Bridgeman*. "The Terraces of Algiers." Also Nos. 32, 35, 36, 37, 38, 40, 42, 48, 49, 50, 51, 58, 61 and 62.

On the table in the middle of the room are three marble busts.

Room 16. Works from the *Collection of A. Munger*, (loaned). Twenty-six selected works of modern European artists, Makart, Neuville, Munkaczy, Meyer von Bremen, Wahlberg, Zimmerman, and others.

Rooms 15 and 14 contain at present the *Ellsworth Collection*. Antique vases, medals and coins, lamps, tanagra figures, bronzes, etc. Specimens of oriental ceramics. Eight oil paintings

Room 14 contains one hundred and three paintings in oil and and water-colors. The numerous landscapes by George Inness and Hasbrouck are worthy of note, as are Nos. 69 and 70 (Moeller), and Nos. 1, 7, 19, 60, 77, 88, 100.

The glass case in the middle of the room contains wonderful Chinese bronzes, and ivory carvings, colored stones, armor, etc.

Room 13 contains thirty-one pieces, among them the following: No. 22.—*Pearce*. "Beheading of John the Baptist." No. 19.—"Sacristy in Aragon." No. 25.—*Von Marken*. "Marsh in North of Holland." No. 23.—*Van Schendel*. "Night-scene on a Market." No. 28.—*Velasquez*. "Philip IV of Spain." No. 1.—*Bridgeman*' "Arab Women at the Hand-Loom."

Also works by Munkaczy, Zettel, Thompson, and others, and a genuine *Rembrandt* (loaned): "The Accountant."

Dearborn Observatory. The building includes a dome for the great Equatorial, a Meridian Circle room, Library, and eight additional rooms for other purposes. The whole is arranged especially for convenience in carrying on astronomical work.

The Dearborn Observatory forms the Astronomical department of the Northwestern University. Its objects are to make original researches in Astronomical Science, to assist in the application of Astronomy to Geography, in communicating exact time, and other useful objects, and to furnish instruction in Astronomy to the students of the University.

The principal instruments of the Observatory are:

1. The great Equatorial refracting telescope, made by Alvan Clark & Sons, of Cambridge, Mass., in 1861. This instrument was the largest refractor in the world until a few years ago, and now has few superiors. The telescope is fitted with driving-clock, micrometer, and other appliances necessary for first-class work. The dimensions of the Equatorial are:

Diameter of declination circle, 30 inches; reading by vernier to 5 minutes, and by two microscopes to 10 seconds of arc.

Diameter of hour circle, 22 inches; reading by vernier to single minutes, and by microscopes to single seconds of time.

Focal length of telescope, 23 feet.

Aperture of object glass, 18½ inches.

2. A Meridian Circle, of the first class, constructed in 1867, by Messrs. A. Repsold & Sons, of Hamburg. This instrument has an object glass of six French inches aperture, and a divided circle of forty inches diameter, reading by four microscopes. In plan of construction it is like Bessel's celebrated Kœnigsberg circle by the same makers, but has some recent improvements in the mode of illuminating the field of view, together with apparatus for registering declinations. Hough's printing and recording chronographs are used for recording meridian observations and other phenomena.

The Observatory has a chronometer (William Bond & Son, No. 279), three mercurial pendulum clocks, and an astronomical library, containing about one thousand three hundred volumes and pamphlets. A late addition is a complete outfit for photographing.

The Observatory is *open to visitors* on Thursday evening of each week by previous arrangement with the director, and at other times by making special arrangements with the president of the University, or the director of the Observatory.

The **Chicago Academy of Sciences**, which has it: quarters in the exposition building on Michigan Avenue at the foot of Adams street, possesses the only public natural history collection in the city. A previous rich collection was destroyed in the Great Fire. The society owns a large library as well as an extensive collection of the objects of natural history, such as stuffed and mounted mammals and birds, minerals, etc.

The *Kaempfer Collection of American Animals*, especially birds, owned by the taxidermist, Mr. Kaempfer, 259 Elm St., must be mentioned here on account of its completeness and the beauty of its specimens. The collection is open to visitors.

VIII.
The Press.

The pioneers in Chicago journalism nearly all drank deeply of the bitter cup of woe which seems inseparable from such enterprises during the first years of their existence. At times the little sheets would be reduced to half their regular size, owing to scarcity of paper; or a more pervading scarcity would compel them to suspend publication altogether for a few weeks, then to appear again, "reorganized on a solid basis," till once more forced to suspend, or till they passed into other hands. For a long time the papers changed owners about every two years, and though a few have survived to the present day and are now important journals, the short-lived ones were greatly in the majority. During the period 1833–1855 alone, about sixty papers were started, only to pass, after a brief and inglorious battle, to their eternal rest.

The first newspaper in Chicago was the *Weekly Chicago Democrat*. It was first published on Nov. 26, 1833, from the office of John Calhoun, and championed vigorously the cause of "Jacksonian Democracy." The young paper, beginning with 148 subscribers and a dozen advertisements, managed with difficulty to maintain its existence till 1836, when it passed into the hands of *John Wentworth*—later known as "*Long John*"—then but twenty-two years old, who succeeded in bringing it into prominence.

In the summer of 1835, a second paper, the *American*, representing the interests of the whig party, came into existence. This paper, 11x16 in. in size, was made a daily in April, 1839. In July, 1840, the publisher complains of slowness in collections, and offers in several subsequent issues to accept butter, eggs, wood, etc., in payment of accounts. After October, 1842, the American appeared under the title of the *Chicago Express*. The name was frequently changed (always simultaneously with a change of ownership), and in 1844 became the *Chicago Daily Journal*, which still exists as the *Evening Journal*. This is the Nestor of the Chicago newspapers, and has been the school in which many of our fore-

most journalists received their first training. Of those who won their first laurels on this paper, and are yet active in the journalistic field, we may mention, among others: George P. Upton, Andre Matteson, and J. C. K. Forest.

Tribune Building, cor. Madison and Dearborn Sts.

Since those days, journalism in Chicago has made mighty strides upward. Among 24 daily papers are several of the most influential in the country. In addition to these there are 260 weeklies, 36 semi-monthlies, and 19 monthlies and quarterlies. So great is the circulation of these periodicals that their mail edition alone exceeds the entire combined circulation of all periodicals published in the 14 Southern states, with St. Louis included.

The **Evening Journal** occupies the *Evening Journal Building*, 159 Dearborn st. It is published daily (except Sunday) in two editions, issued at 3 and 5 P. M.

It is decidedly republican in principle, and being the oldest paper established, has a strong support, especially among the older residents of the city. Its conservatism, trustworthiness and moderation give it a wide circulation as a family paper.

The **Chicago Tribune**, S. E. cor. Madison and Dearborn sts., occupies a fine five-story building of red sandstone. In the basement are the presses; on the ground floor, the business office; on the fourth floor, the editorial rooms; and on the fifth floor, the composing room. The editorial staff consists of about fifty persons, in connection with whom are the regular correspondents, numbering several hundred. The outlay for telegraphic despatches alone exceeds $125,000.00 per year.

The *Chicago Tribune* is the leading republican paper of the northwest. It was founded in 1847, and has since steadily gained in circulation and influence. Its able editorials, well-edited *feuilleton*, and excellent financial and market reports, make the paper the most widely read and influential in the business world, as in cultured circles.

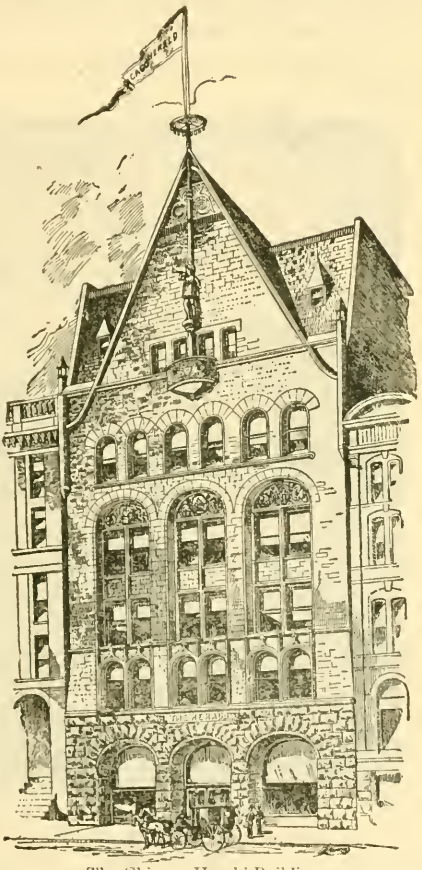
The paper has a large circulation (over 90,000 subscribers), and a very extensive advertising patronage. The number and extent of the advertisements in the Sunday edition would appear to a European to be simply enormous.

The **Chicago Herald** occupies a building of noteworthy architecture at 154 Washington st.—the Herald Building.

This paper is one of the youngest in Chicago, and has decided democratic proclivities. It was founded in 1881, and has already reached a circulation exceeding 100,000 copies.

The ably conducted paper conforms to the popular taste with much success. It is very complete in news, has an admirably conducted *feuilleton*, and is abundantly illustrated.

The paper is a very efficient advertising medium. Its typographical appearance is faultless.



The Chicago Herald Building.

The **Daily News** 123 and 125 5th ave., is one of the marvels of Chicago. It was founded in 1875 as a one-cent paper, and during its short life, has attained an average daily circulation of about 220,000 copies. The paper, not published on Sunday, is issued on week days in two editions—a morning edition, at two cents; and an afternoon edition, issued at 12, 3 and 5 o'clock, at one cent. The News is one of the few papers that can truly be called independent. Its

peculiarity in suddenly bringing before the public remote yet interesting subjects, and especially the completeness, condensation and trustworthiness of its news, are the explanation of its enormous circulation.

At the same time the paper is an excellent advertising medium.

The Times Building.

The **Times** (cor. Washington st. and 5th ave.) occupies a fine five story building of its own, in which are also located the *Freie Presse* and *Abendpost*.

The Times, founded in 1854, ten years ago tho most influential paper in Chicago, is now on the point of recovering its former prestige, which it lost for a time through a change

in management, after the death of its distinguished publisher, *Wilbur F. Storey.*

It is now, as years ago, one of the most widely read papers in the West, and one of the best known in the country.

The Inter Ocean Building.

Although adhering to democratic principles, the Times is not a party organ in a strict sense, and is fearless in the publication of anything that comes under the head of news.

The equipment of the paper is very complete and practical.

The **Inter Ocean**—*Location* cor. Madison and Dearborn sts.—is a radical republican paper and one of the leading journals of the country. It has a daily and weekly edition; the latter probably enjoys the largest circulation of any similar paper in the west, estimated as high as 140,000. The paper is very conservative and has a large circulation in family circles. The Inter Ocean makes a specialty of suburban, club and society notes.

The **Evening Post,** 164 Washington st., is one of the youngest papers in the city (founded 1890). It is independent in politics; has strong financial backing; and has been from the beginning well-edited and typographically noteworthy. The variety and repleteness of its news and miscellaneous matter, apt illustrations, etc., have won for it a wide circulation during the short course of its existence. It is published daily, except Sunday, and is sold for 2 cents.

The **Globe,** 118 Fifth ave., is a recently-established daily of outspoken democratic principles.

The **Illinois Staats Zeitung,** cor. Washington st. and Fifth ave., occupies the Illinois Staats Zeitung building, one of the finest newspaper buildings in the country. The structure is in the style of the Italian Renaissance, and has entrances on both streets. At the level of the fourth floor are statues of Franklin (south façade) and Gutenberg (on the Fifth ave. façade). On the roof are five female figures (unfortunately rather too small).

The *Illinois Staats Zeitung* is, aside of the New York Staats Zeitung, the most widely read German paper in the country; was established in 1848, and from a very small beginning has gradually risen to its present importance. A few of the early editors and founders, as *Dr. Hellmuth*, *Geo. Schneider*, the well-known banker, *Lorenz Brentano*, ex-member of Congress, are yet residents of Chicago. During the time of the first two above mentioned, the daily edition had 70 subscribers, and the weekly 200. Now, the combined circulation of the different editions exceeds 100,000.

The Staats Zeitung, while representative of the German element, is strongly American in spirit. Its great influence

in public affairs is unquestioned, and extends far beyond the limits of the city.

The **Freie Presse,** 90 to 94 Fifth ave., is one of the oldest German papers in the West. It is strongly republican in principle, and has a wide circulation. It appears in five editions daily, and is published on Sunday under the title "Daheim." The paper concerns itself much with sociological questions, in which it advocates a temperate course. Ably-written leaders add to its interest.

The **National Zeitung,** 87-91 Jefferson st., is a recently established republican weekly, and very outspoken in its support of a protective tariff. This paper addresses itself more particularly to the cultured reader, and offers each week, in addition to its interesting editorial articles and a review of the domains of politics, art, etc., a number of carefully selected articles from German and American periodicals. Price, per number, 5 cents.

The **Abendpost,** 187 Washington st., is a German daily, published evenings, and sold for 1 cent. Although not yet two years old, it has reached a circulation of 30,000, its subscribers being scattered throughout the entire West. In politics, the Abendpost is independent.

The **Arbeiter Zeitung,** 28 to 30 Market st., has attained a wide circulation among the laboring classes, whose interests it represents. It is issued in a Sunday edition, called "*Die Fackel*" (The Torch).

The **Economist,** 59 Dearborn st., is a weekly journal devoted to financial and real estate interests. It is ably edited, and of much interest to all buyers of stocks, real estate, etc.

The **Graphic** was the first illustrated weekly in Chicago to establish itself on a firm basis, although many attempts had previously been made in that direction. It is well illustrated, and the reading matter interesting. Price, 10c. per number.

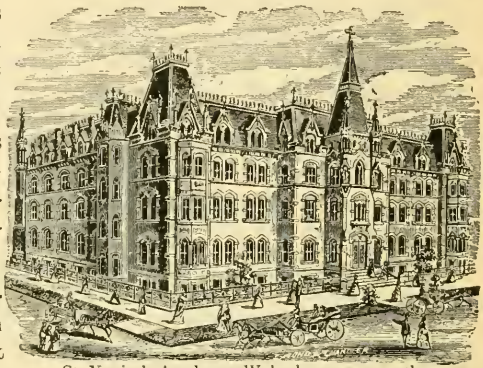
America, 180 and 182 Monroe st., is a weekly whose principal object is the defense of the American national principle. It opposes any foreignism in American national

affairs, as well as church influence in the public schools, and attempts to arouse the interest in public affairs. Its peculiar field has secured for it a wide circle of readers.

Hemlandet is the oldest Swedish newspaper in the city. This paper, which is republican in its bearings, is distinguished by its moderation and trustworthiness, and is especially a family paper. Its extensive circulation throughout the country makes it a very effective advertising medium.

Norden is a Norwegian democratic weekly paper.

America is a Norwegian-Danish republican and religious weekly.



St. Xavier's Academy, Wabash ave., cor. 29th.

Svenska-American is an independent Swedish weekly paper with republican inclinations. Its circulation is mostly in the country.

Svenska Tribunen is a Swedish republican weekly. This paper, conducted in a liberal spirit, gives much attention to social questions.

Skandia is a Swedish democratic daily paper. It has been in existence only a year, and circulates mostly in the city.

Svenska Kuriren is an independent Swedish weekly paper.

Skandinaven is a Norwegian republican daily paper.

FULLERTON AVE. PRESBYTERIAN CHURCH.

Fullerton ave., cor. Larrabee.

CHURCHES.

Chicago can not compare in point of church architecture with the older cities of this country, not to speak of the celebrated cathedrals of Europe, yet there are many buildings worthy of mention, particularly so by reason of their excellent interiors and modern conveniences.

The following list of churches is arranged according to the divisions of the city and as far as possible in the order of their location from the center of the city. To facilitate the selection of those particularly worthy of a visit we have prefixed the name of the church thus *. To the most noted **.

Grace Church. – Denomination: *Episcopal.*

Site: *Wabash Avenue, near 15th Street, north of Libby Prison.*

A brick building with yellow square stone front, in French Gothic.

The main entrance is on the West facade fronting Wabash Avenue. It is a large portal of sandstone with a pointed arch richly ornamented, flanked by six columns and projecting far from the wall. Above in the pediment of the gable is a very large rosette of twelve divisions with stained glass. The square tower is rich in form; but it has only been carried to the height of the ridge pole.

The *interior* makes a very pleasing impression. The high choir is pentangular and has large windows. The stained glass in these is remarkable, especially a crucifixion. Among the other windows in the main aisle are some memorial win-

dows worthy of mention, for instance that on the south wall, the third from the choir: Christ blessing the children. The rest of the windows and the rosette contain mostly Gothic ornamentation. On the wall of the choir are two frescoes representing Church Music. The lectern of polished brass is a piece of fine workmanship. The baptismal font is of marble. The organ is placed in the N.-E. corner.

St. Paul's Church.—Denomination: ————

Site: *Michigan Ave., between 16th and 17th st., on the East side.*

A large Gothic structure of grayish yellow square stone with rough surface.

The transept is considerably lower than the nave. The West facade is of imposing form and dimensions. A large Gothic portal, above which a handsome rosette, both surrounded by an imposing triple pointed arch resting on a cluster of six columns. The steeple which rises from the South facade, has not been carried above the roof. It contains a second, smaller entrance. The exterior of the church is varied by massive buttresses which project far out and lack the finials.

The church is, at present, not used. It is in a rather neglected condition, and not open to the public.

* **St. John's Church.**—Denomination: *Roman Catholic.*

Site: *Clark and 18th streets.*

A Gothic building of yellow sand stone, with the school house and parsonage adjoining.

The main facade looking south is on 18th street and is flanked by two extensive substructures to the spires which are, however, carried hardly to the height of the roof. The portal lies between the two and consists of a lofty pointed arch protruding from the wall and supported by ten slender columns of polished granite. In the middle of the arch stands

on a slender pedestal the statue of St. John. Above the portal rises a large lancet-window with the rosette.

The transept projects only in its lower part from the nave; the upper half (the gable wall) lies in the field of the main wall and contains a large triangular rose window.

The choir is a hectagon with five windows and a balcony leading round half way between the floor and the ceiling.

Interior. The interior makes a harmonious, even a grand impression. The vaulted ceiling consists of a pointed arch, only broken by wooden ribs gracefully sprung and resting on pilasters, thus allowing the eye to wander from wall to wall. These ribs are of grayish brown color and tastefully gilded. The tone of the inside walls is a clear gray; that of the ceiling blue, enlivened by handsome borders and ornamentations. — On the walls of the transept under the rosettes are the pictures of the twelve apostles on golden ground. Of greater artistic value are the stations placed between the windows, representing the successive stages of our Lord's passion: fourteen oil paintings about 3x4 feet in size, from the hand of an artist.

The most impressive part of the church is, however, the choir, by virtue of its five windows of stained glass, which are decidedly of artistic value, being probably the most remarkable in the city. — The stained glass of the rosettes is likewise worthy of mention.

The high altar has dark wood carvings with effective gilding. There are, moreover, two side altars in the church.

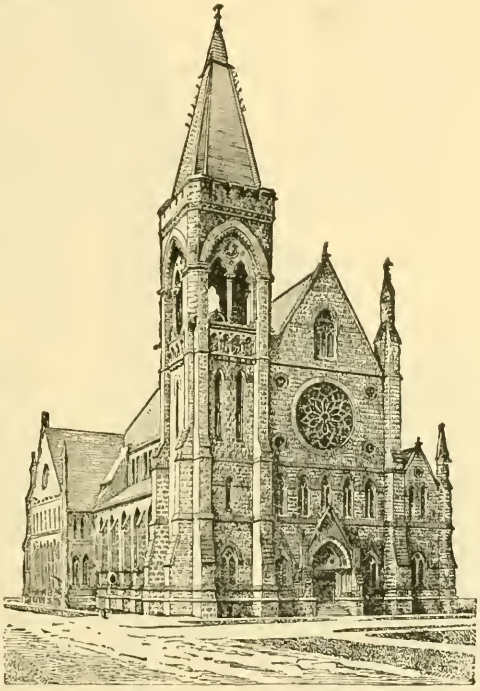
The organ is famous for its harmonious tone.

Although the adjacent and dependent buildings in the immediate neighborhood interfere only with the effect of that part of the structure that is architecturally the most insignificant, leaving the church almost completely free on three sides, yet the site is rather too remote and the surroundings are too poor to give full effect to this church which is in point of architecture and dimensions comparatively quite important.

**Second Presbyterian Church. Denomination: *Presbyterian.*

Site: *Michigan Avenue and 20th street.*

This is perhaps the finest Gothic church in Chicago. The structure owes a great deal of its effect to its very picturesque material: a somewhat porous, light stone having all shades from light gray to black. The church is erected in pure Gothic style and shows rich sand stone sculpturings. Above the main portal on Michigan Ave. is the large rosette, surrounded by the emblems of the four evangelists.



Second Presbyterian Church.

The most effective part of the building is the steeple at the South-East. With a substructure of massive buttresses, its base appears strong and large; but at the height of the belfry a singularly light and graceful effect is obtained by the aid of sandstone arches and tower windows. These pointed arches, divided in two by a slender column, occupy almost the whole width of the tower wall, leaving only the four corners as a support to the roof. The square part of the tower then ends with crenelated walls, making room for the py-

ramid. The latter, in effective contrast with the gray walls of the main structure, is covered with red tiles and adorned with gablets.

The church has three naves. At the West is a transept containing the minor compartments.

The *interior* of the church corresponds with its beautiful exterior. The partitions of the naves are formed by handsome pointed arches resting on tall, slender columns. The side naves support the gallery framed by a fine wooden balustrade. On the west wall stands the large organ which with its magnificently carved Gothic case of dark wood appropriately complements the rich interior. Among the windows are worthy of mention the large rosette which is placed at a great height, and a fine memorial window on the south wall.

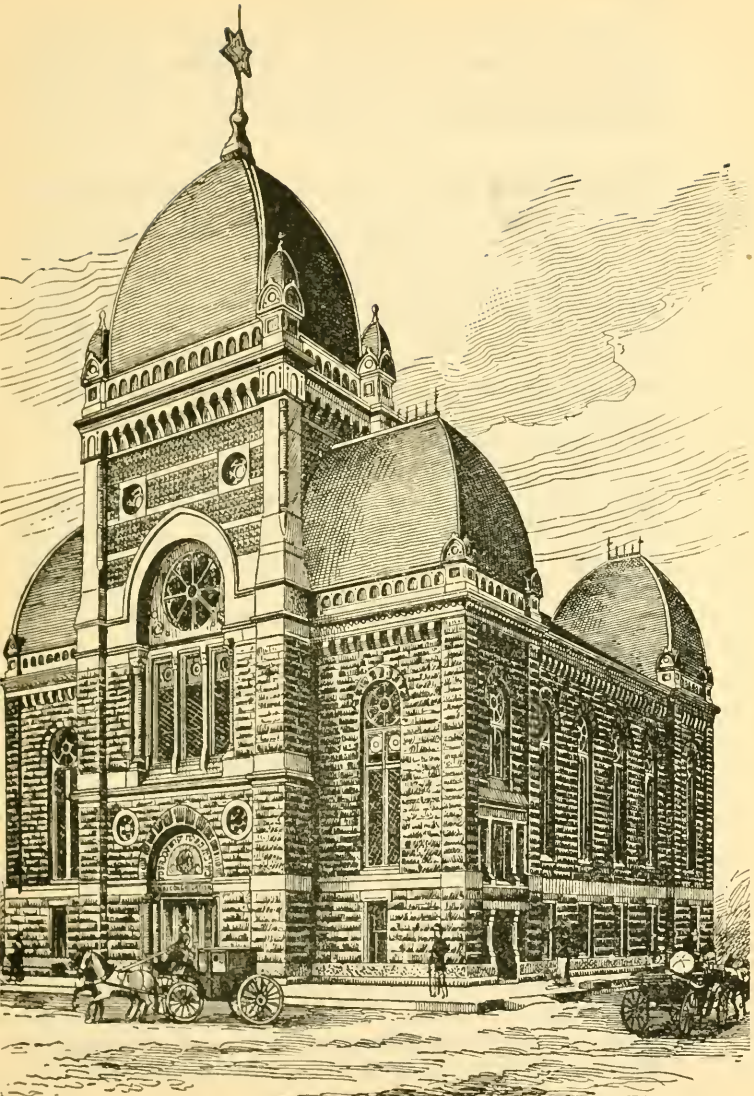
Of especial interest is the rich and very tasteful decoration of the ceiling and the walls.

First Presbyterian Church.—Denomination: *Presbyterian.*

Site: *N.-E. corner Indiana Avenue and 21st street.*

Massive Gothic structure of dark red brick with rich settings and trimmings of brown square stone. The steeple with its octagon spire is one of the highest in Chicago. The twelve tall lancet-windows, divided into two parts and having a rosette in the gable, have sandstone settings and are separated from one another by high buttresses. The slate roof has eight jutties.

The large portal on the West facade with its pointed arch leads into the interior, the general effect of which is one of solemn splendor. In front of the visitor, in the choir without windows, rises in an artistically carved Gothic case of dark wood the large organ with its magnificently gilded face. Before the organ is the pulpit and the platform. Along the sides run the finely carved railings of the galleries. Through the large windows pour floods of light. Among the stained glass windows are especially noteworthy those of the west facade.



Sinai Congregation, Indiana Avenue, cor Twenty-first St.

The richly carved woodwork of the rafters etc. form an effective contrast to the splendid decorations of the ceiling. The latter are mostly in the style of Italian renaissance and number among the finest in Chicago.

* **Sinai Congregation.**—Denomination: *Mosaic.* (*Reform. Jews*)

Site: *S.-W. corner of Indiana Avenue and 21st Street.*

A rather simple temple of grayish square stone, in Moorish and Oriental style. Among the windows is especially noticeable the rosette which is surrounded by fields decorated after Moorish pattern. The building is distinguished by its four massive square cupolas which rise above the roof; the middle cupola of the main facade with its crowned top may be seen from a great distance.

The *interior* with its rows of seats rising one above another, its gallery with a carved front and its large organ, is very quiet and in comparatively simple style. The decoration is Moorish, in harmony with the architecture.

* **Church of the Messiah.**—Denomination: *Unitarian.*

Site: *Michigan Avenue and the S.-E. corner of 23rd Street, diagonally opposite the Immanuel Baptist Church.*

It is a peculiar structure, attracting attention less on account of its dimensions than its curious architecture. The side walls are so low that the windows project above the lower edge of the roof and are connected with the main roof by short dormer roofs. This latter is disproportionally large, giving the whole a heavy appearance. From the main roof project also ten small triangular roofs the fronts of which are filled by small rosettes. The style is a somewhat free adaptation of the Gothic. A peculiarity of the building is the steeple which is drawn in in the middle and is thus readily distinguished from many similar ones. The church has, besides, two other tower-like projections, one on the ridge over the cross of nave and transept and the other over the vesti-

bule.—The transept is lower than the nave and projects clearly from the nave. The large rose on the West facade must also be mentioned; it is formed by three cusps. The material is yellow stone with sandstone for window trimmings, gables and buttresses.

The *interior* is a large space free of columns etc. The roof is supported by a system of semi-circular rafters and the connecting beams. Construction and painting of this wood work, although somewhat unusual in a Gothic church, are made to harmonize with the rest as well as possible. The decoration is simple and quiet. Windows and rosettes are of stained glass.

Immanuel Baptist Church.—Denomination: *Baptist.*

Site: *Michigan Ave., a little South of 23rd St.*

A prominent church in the Gothic of the fifteenth century, built of squares of native calcareous stone (Illinois lime stone) with a rough surface. The main facade on the East contains the large portal and three windows with rosettes. The steeple on the north-east corner begins as a quadrangular, becomes then octangular and rises with the slender pyramid to a height of 216 feet. The buttresses terminate in free pinnacles of sand stone. The canopies and gable ends are crowned with finials.

The church has in an additional building on the West side a separate room for the Sunday school.

The decoration of the *interior* is modelled after a chapel of Notre Dame in Paris. The 1800 seats are arranged in a semi-circle; they rise as in an amphi-theatre in the handsomely curved gallery. The vaulted ceiling is painted blue. The West wall forms a very picturesque, almost too theatrical termination. Behind the handsomely wrought platform with the pulpit rises a Gothic arch, forty feet high, over which is a cross. A portière of green silk in the wide opening of the arch hides the baptismal font behind which stands a tower-like structure covered with a Moorish Indian cupola. Above it the large organ with a front decorated in colors.

Christ Church. Denomination: *Reformed Episcopal.*

Site: *Michigan Ave., S.-W. corner 24th St.*

Structure in simple Gothic of yellow square stone (Illinois Lime Stone) with rough surface.

The church has no side aisle; the choir in form of a quintagon has no windows. Of the two steeples on the Michigan Avenue facade only the one on the North —an Italian campanile with a quadrilateral pyramidical pinnacle —is completed. In the field between the two is a large lancet window with a rosette. The vestibule receives light through rosettes on the North and South wall. From the middle of the roof rises a small turret.

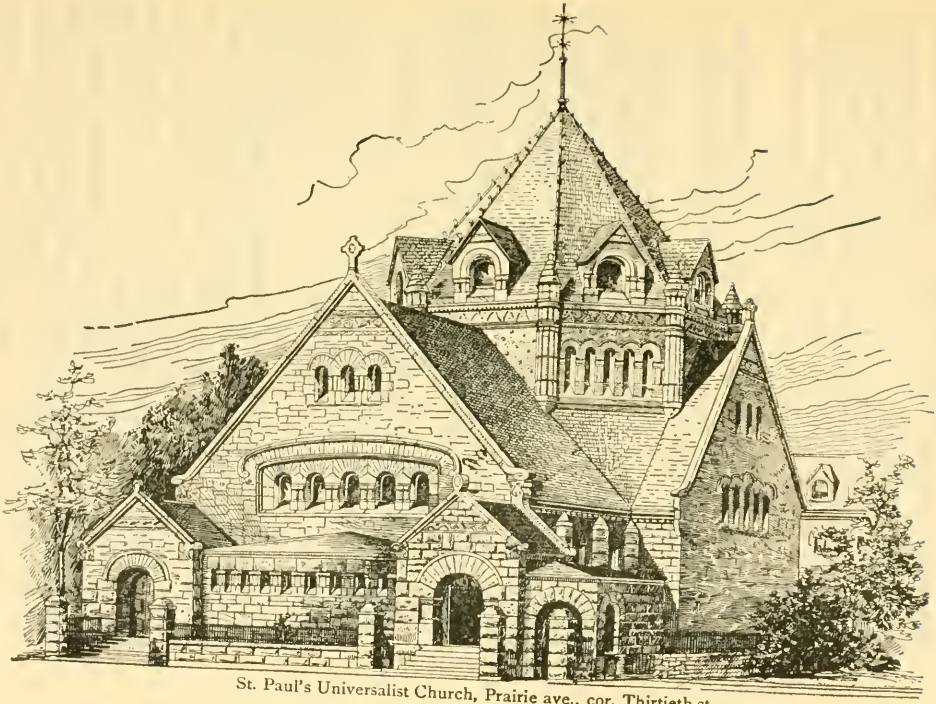
Interior: The decoration is quiet in tone. The choir receives its light through a semi-circular sky light. Some of the numerous small windows have handsome stained glass donated by members of the church. On the West is a gallery supported by columns. The organ is placed to the left of the choir, in the N.-E. corner. —Worthy of mention are a baptismal font of marble and a fine lecturn of polished brass.—900 seats.

St. Anthony of Padua Church.—Denomin.: *Roman Catholic.*

Site: *Hanover St. and S.-E. corner of 24th Place.*

This is one of the few churches in Chicago which are built in pure Romanesque style. The ground plan has the form of a cross. The church looks from East to West. The main facade contains the portal with three doors and several windows. Its ornaments are of sand stone. A large flyer leads up to the auditory. After passing through the inside doors of the vestibule. the visitor finds himself in one of the finest and most effective church interiors of Chicago.

Interior: Eight beautiful semi-circular arches resting on slender pillars, separate the nave from the two transepts and bear the upper walls of the nave. Where nave and transept meet, rises a large cupola which with its well calculated dimensions, is very effective. The finest ornament of the church



St. Paul's Universalist Church, Prairie ave., cor. Thirtieth st.

is the thoroughly artistic decoration. Romanesque fresco-paintings and ornaments in quiet tones harmonizing with one another, cover arches, walls and vaults. The two cross-walls of the transept contain at the hight of the handsome rosettes, four large mural paintings. In the semi-circular choir there are three beautifully executed fresco-paintings. The high altar is of marble; the two other altars (Joseph and Mary with the infant) of wood with rich painting and gilding. The organ is placed in the West end.

This church is distinguished from many others by the rare harmony of its proportions and decorations; the latter happily complement the construction.

The cupola is surmounted by a quadrangular superstructure from each corner of which arise elegant sand stone turrets. It ends in a low, octangular tower with a cross. The buttresses reach considerably beyond the roof and are crowned by finials. The gable of the West side contains another turret.

The material is, for the basement (Sunday school room), yellow stone; the rest is gray brick with sand-stone trimmings.

Trinity Methodist Church.—Denomination: *Methodist.*

Site: *Indiana Avenue near 24th Street.*

The nave is on the West flanked by two substructures for the spires between which the portal. The East part of the nave is terminated by the transept in front of it. The material is yellow stone with a rough surface and sand-stone (for trimmings and sculptures). The most remarkable part of the structure is from an architectural point of view, the large portal which is divided into three parts. It occupies the whole width of the wall that terminates the nave and gets its division from two columns placed free in the portal. It terminates at the top in three narrow gables crowned with finials. The spires are only carried to the height of the roof.

Interior: Stepping inside, we first pass the vestibule with the stair-case. Noticeable is the disposition and illumination of these parts as well as the perfect acoustics

of the large hall. Walls and ceiling are tastefully and becomingly decorated. The ground tone is a light red with gilding. On the West, North and South are on the cross walls of the naves large lancet windows divided in three parts and having stained glass in Gothic style. The fine, large organ is placed at the West end. At the same height with the organ runs all around a finely carved wooden gallery resting on pillars.

All Saints' Church.—Denomination: *Roman Catholic.*

Site: *S.-W. corner of 25th Place and Wallace Street.*

A Gothic church of gray brick. The steeple in the N.-E. has not been carried beyond the height of the gable of the roof. The bell is placed in a temporary wooden belfry at the top of the steeple.

Interior: The church has two naves and a transept. Sixteen free, round pillars support the pointed arches on which rests the weight of the upper walls. The transept has on each side a side transept. The masonry of the ceiling is supported by a system of rafters.

The pentagonal choir on the West contains a handsome high altar of marble, in Gothic forms and richly gilded. The columns, capitals, consoles, pendants etc. show beautiful sculpture.

Plymouth Congreg. Church.—Denomination: *Congregational.*

Site: *Michigan Avenue, near 26th street.*

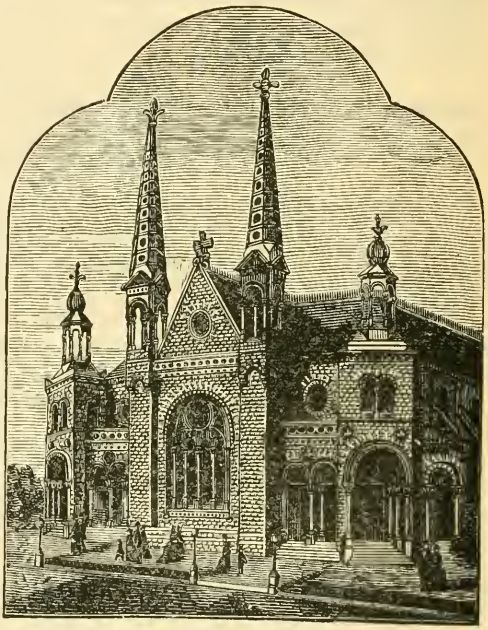
The ground plan of this church is a rectangle with the front corners cut off. The material is yellow stone and sandstone for the stone-work. The middle space is flanked by two wide buttresses running up into an elegant roof supported by four slender columns. Between the buttresses is the large, semi-circular-arched window, filling almost the whole wall. Where the corners are cut off are the portals. They are formed by semi-circular arches flanked by six columns. These arches

support a cubic-shaped structure, which in turn is crowned by a small, pavilion-like super-structure. The portals are connected by short double-arched arcades, with a stone balcony.

The *interior* is comparatively simple but tasteful. The finely ornamented organ stands in effective contrast with the quiet decoration of the walls. The seats rise as in an amphitheatre.

Among the windows of stained glass may be mentioned the large west window.

The church is noted for the excellence of its choir, and sustains a large sunday school and local mission church, and in part a mission church and school.



Plymouth Congregational Church.

Seating capacity 1400 persons.

Trinity Church.—Denomination: *Episcopal.*

Site: *Michigan Avenue and 26th Street.*

An interesting church in English Gothic style. The material is the yellow Illinois lime-stone and sand-stone for the trimmings. The church has in addition to the main nave and two side naves, a large, somewhat low transept. East of

the choir is a Lady Chapel, connected with the main structure by a covered passage. Between choir and transept a turret on the ridge of the roof. The main facade on the West side contains two rather large pointed arch windows and a rosette. The substructure of the tower which bounds the west facade contains also the two main portals. The spires, as yet uncompleted, do not reach beyond the ridge of the roof.

* **St. James' Church.**—Denomination: *Roman-Catholic.*

Site: *Wabash Avenue, near 30th Street.*

A structure with three naves and a transept in early Gothic. The spire built into the main facade looking East, lacks the pyramid.

Interior: The ceiling is supported by eight single and four triple pillars of polished gray marble. In the side aisles bounded by them are the fourteen stations of the passion. The transepts contain galleries. The side walls are almost wholly taken up by immense lancet windows with a rose placed in each of them. The ornamentation of the stained glass is Gothic. The trilateral choir added to the west wall contains a beautiful high altar of white marble with remarkable sculpture. On both sides of it, at the termini of the side aisles, are the altars of Joseph and of Mary, with the pictures of the same on gold ground. On the East, opposite the choir, stands the organ.

The bronze statue, three feet high, in the south of the side nave, representing St. Peter with the keys in a sitting attitude on a socle of yellow marble, is a little master-piece. The decoration of the walls and the ceiling are in light colors with moderate gilding.

St. Paul's Church.—Denomination: *Universalist.*

Site: *Prairie Avenue, near 30th Street.*

St. Paul's Universalist church is a romanesque structure of not very considerable dimensions, but of very interesting architecture. The material is a reddish brown stone of

charming effect. The main direction of the church is from West to East. On the crossing of nave and transept rises a short but very large octangular tower with small semi-circular windows. The two main entrances are on the Western main facade on Prairie Avenue. Two rather low doors above which rise handsome romanesque arches, lead into two small porches connected by the vestibule. The latter, a low room resembling a corridor, is secluded from the street by a wall slightly curved toward the street and having nine small windows. On the South of the main facade is, besides, a semi-circular arch which marks the entrance to the rooms in the basement. This richly broken exterior is still more enlivened by tasteful sculptures: Portal columns with sculptured capitals, plastic bands hewn from the stone, ornamental window trimmings etc.

Interior. With the characteristic exterior corresponds the beautiful interior. The most striking portion is the inner construction of the tower which rests on four large and powerful semi-circular arches which are in turn supported by eight short, massive columns. The eight side walls of the tower rest on the semi-circular arches, and as many triangles meeting at the top in a common spire form the final termination. On the outside this part is covered by painted sheet iron and red tiles. Roof and walls of the steeple have small windows. The decoration of the ceiling is executed in very tasteful tones. The walls are covered with terra-cotta tiles on which charming ornaments. A chief attraction of the church is a memorial window on the South, representing Christ blessing the children.

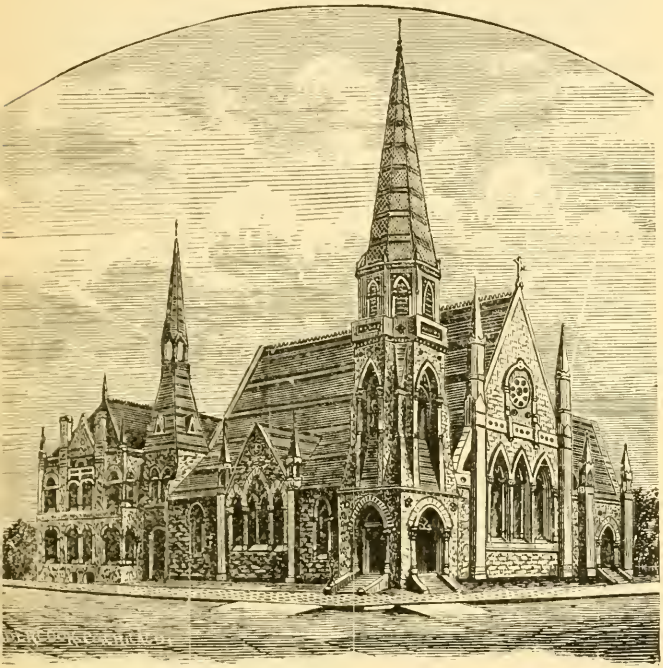
The organ is placed in the east end of the nave.

First Baptist Church.—Denomination: *Baptist.*

Site: *South Park Avenue and 31st Street.*

The opulent temple of the First Baptist Society is a stately Gothic structure with a tall steeple visible at a great distance. The main nave is connected with a chapel-like structure placed east of it, by a short stair case crowned by a turret. The transept is low, supported by buttresses and pro-

truding but little from the nave. The steeple on the north-west corner is at its base quadrangular and contains on its two sides, which are parallel to the streets, the two main portals. The belfry is formed by pointed arches and free sand-stone columns. The quadrangular part of the steeple



First Baptist Church.

is terminated by a balustrade of broken sand-stone. Then follows an octangular super-structure which forms the basis for the likewise octangular roof of the steeple which is covered with slates.

The three large lancet windows on the main facade on the west side first attract the visitor's attention. These as well as the somewhat smaller gable window are ornamented with sand-stone sculptures. The buttresses terminate at the top in

small, lofty tower roofs supported by four slender columns; a circumstance which contributes materially to enlivening the facades. The southern extremity of the main front is flanked by the sub-structure for a second, as yet only projected steeple which likewise contains a portal.

Passing to the *interior* the large magnificent organ with its tasteful decoration and effective gilding presenting the finest appearance of any organ in Chicago, first attracts the attention of the visitor. The fundamental tones of the interior decoration are, for the ceiling, chamois and for the walls, a light terra cotta. The panelled ceiling is supported by pointed arches of wood which in turn rest on bronzed chaptrels and columns. A gallery leads all around the interior.

The stained glass of the windows shows simple Gothic ornaments.

Under the organ platform, separated from the rostrum by five protruding, richly carved pointed arches, is the loggia-like baptismal font, on both sides of which the pointed arches continue, leaning against the walls and forming an arcade the fields of which are ornamented with frescoes on blue ground.

The whole appointment breathes opulence.

The church is praised for its good acoustics.

The additional building resembling a chapel, contains rooms for the Sunday school etc.

Fifth Presbyterian Church.—Denomination: *Presbyterian.*

Site: *S.-E. corner of Indiana Avenue and 30th Street.*

This church is a structure of grayish stone with a quadrangular belfry and a low transept. The main facade looks West toward Indiana Avenue. A few steps lead to the loggia enclosed by two large, but low semi-circular arches. From this loggia the vestibule on the base of the steeple is reached. The latter, being rather bare, has long and very narrow quadrangular windows, and, what is quite rare in

Chicago, a clock. It is crowned by a low pyramid. The buttresses and the base of the steeple, being curved, grow more massive toward their foundation.

The *interior* is lighted by two windows in the west and north walls, composed of a great number of small squares. The walls in light yellow, are tastefully decorated. Some of the windows are of stained glass.

The chapel which also contains the Sunday school rooms, projects from the east wall of the church.

South Park Avenue M. E. Church.

(Denomin.: *Methodist-Episcopal.*)

Site: *S.-W. corner of South Park Avenue and 33rd Street.*

Impressive structure of square stone with an effective spire; with a free use of Norman and romanesque forms. The entrance, a low semi-circular arch, is on the main facade on South Park Avenue. Another entrance is on 33rd street, in an additional structure placed before the tower and crowned with a balcony. The ten large semi-circular windows in the side walls are ornamented with stained glass and separated by strong buttresses reaching to the roof. The tower on the N.-E. corner, with its unique finial, reminds one of the barbicans of the medieval castles and boroughs. Rising from the angles at the top are four round turrets which are at their base encircled by a common wall. Each of the walls between has two lower windows in front of which is a balustrade of open work masonry. The pinnacle of the tower is a low quadrangular pyramid with rounded corners.

The *interior* has 1500 seats rising as in an amphi-theatre, and a beautiful gallery. The wainscoting of the ceiling and the woodwork of the seats etc. is of oak and California cedar. The walls etc. show simple decorations on a ground of light terra cotta.

****South Congregational Church.**–Denomin.: *Congregational.*

Site-*N.-W. corner of Drexel Boulevard and 40th Street.*

A very picturesque and interesting edifice in Romanesque style. The characteristic impression produced by this church is due to its situation and its environment as well as to its original architecture. To the material, too, must be ascribed a not inconsiderable part of the effect: It is the gray prairie stone with rough surface.

The acute angle in which the neighboring streets meet, necessitated the irregular form of the ground plan: A rectangle (auditory) with a right angled triangle (vestibule) attached to it. The main facade on the boulevard is flanked by two towers on the corners, between which projects the semi-circular arched portal with the heavy canopy. It is surmounted by a large Romanesque window with fine featherings. The vestibule is lighted by two small rose windows at the sides of the portal.

On the southern facade is especially noteworthy the large semi-circular arched window with its feathering of rosettes and foiles, filling almost the whole cross-wall of the transept. The most impressive part of the structure is the tower in the S.-E. corner. It is supported by four free massive columns with cubical base. The loggia-like basement of the tower, thereby become free, serves as a lobby to the vestibule with which it is connected by a few broad steps. The tower, first having the shape of a drum, is broken by five semi-circular arched windows. The quadrangular part above this is on every corner flanked by massive buttresses which enlarge toward their base and continue as free, round columns, on which are placed the four wide semi-circular arches, that form the spacious belfry. The latter is surrounded by a balustrade of stone in open-work. (In the ground plan a circle drawn through the four corner columns.) The pinnacle is a quadrangular slated pyramid from the corners of whose base rise four small cones.

The northern tower flanking the other side of the facade

is much simpler and lower. It is all the way cylindrical and ends in a cone.

The *interior* is of simple but solid elegance. The pews, doors and rafters show some fine wood carving. Pulpit and organ are on the west wall; on the East, above the vestibule, is the gallery.

The chief ornament are the beautiful stained glass windows in the transept.

Temple of the "Anshe Maarab" Congregation.

Denomination: *Reformed Jews.*

Site: *S.-E. corner of Indiana Avenue and 33rd Street.*

This, the largest Jewish temple in Chicago, is a massive structure of gray material, presenting on the outside two distinct parts. The lower part being constructed in sand stone squares with rough surface, resembles one half of a cube and makes by virtue of its unbroken surface a remarkably strong impression. It is built in the free Romanesque style. On this main part rises a superstructure with a hip roof covered with slates and bordered by a stone balustrade. The walls of this superstructure are enlivened by plastic ornaments in Moorish style and broken by narrow windows arranged in groups of three. The windows of the substructure are partly rectangular, partly semi-circular arched.

The main entrance on the west side (Indiana Ave.), formed by a very large semi-circular arch, leads into the basement which contains the various auxiliary rooms. The auditory proper occupying the entire building, is large and very high, looking from East to West and decorated in exclusively Moorish style.

The *interior* is abundantly lighted by the eight large semi-circular arched windows and the twenty-seven smaller windows of the superstructure. The side walls incline above the large windows and meet in a half-circle, thus forming a ceiling resembling the one half of a cylinder. Some of the semi-circular rafters are decorated with gold. A spacious

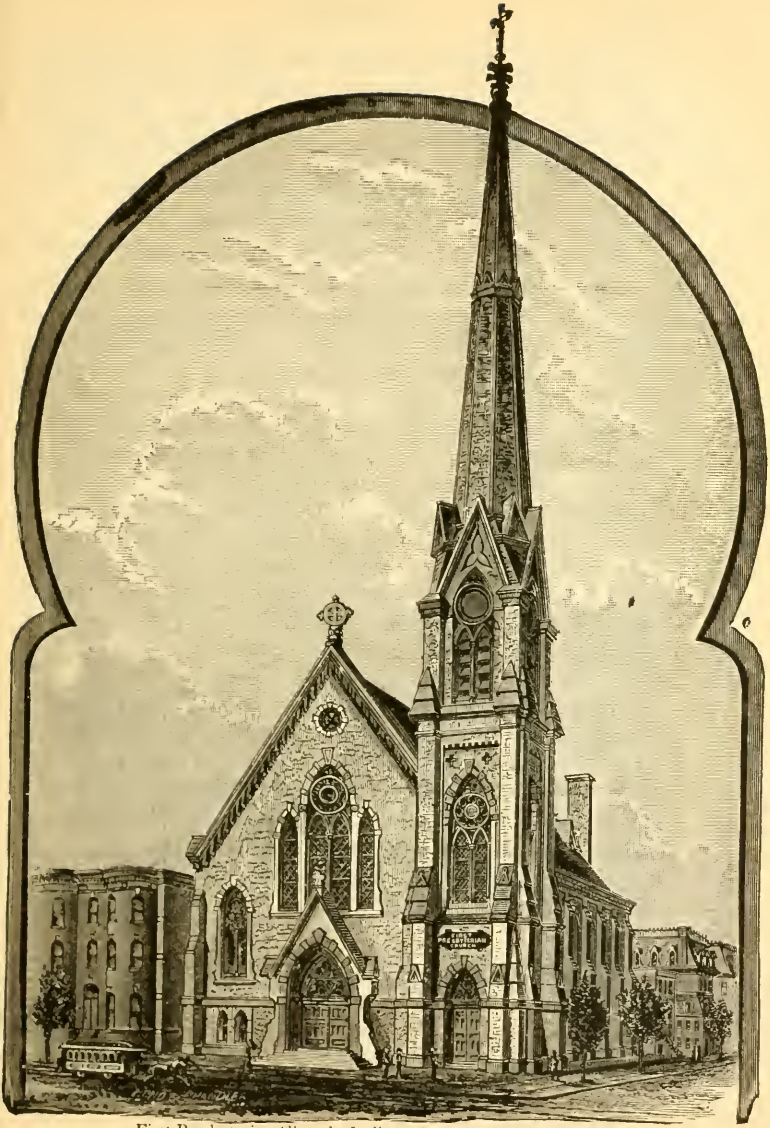
gallery with seats rising as in an amphitheatre, runs along three sides of the interior. The front of this gallery is covered with a coat of dark stucco painted in dark red. On this ground are executed numerous modernized plastic ornaments in Moorish style. A similar ornamentation showing repeatedly the Jewish emblem, the so-called "Shield of David", is seen on a wide strip along the woodwork of the ceiling. The east wall is most luxuriously appointed. The pulpit stands in a large niche hewn in the wall and resembling a choir; above it is the organ screened by an open-work carving of wood with beautiful Moorish and Indian motives. This lattice work is surrounded by a large semi-circular arch, three feet wide, with charming oriental arabesques. The remaining part of the east wall is richly provided with colored stucco-ornaments after modernized Oriental motives (stars, bands, flowers, acanthi, symbols etc). All the wood work visible in the temple is of antique oak.

Oakland M. E. Church.—Denomin.: *Methodist Episcopal.*

Site: *S. W. corner Oakwood Boulevard and Langley Ave.*

This church, built in 1886 of grey sandstone squares with rough surface, appears in the ground plan as a nave with transept crossing it at right angles and an addition placed in the corner, containing a small, open entrance hall projecting a little from the two adjoining front walls. The architecture is in free Romanesque style. Between the entrance hall and the cross wall of the nave (looking North) rises, in the middle of the facade, the steeple in form of a campanile. It projects a little from the front, has up to the second story a semi-circular frontal addition, farther up long and very narrow windows resembling loop-holes, an open belfry with semi-circular louvre windows and a stone balustrade. It terminates in a slender, quadrangular pyramid covered with slates

The church is mainly lighted by the two large semi-circular arched windows in the front walls of the nave, composed of several quadrangular and one semi-circular arched window.



First Presbyterian Church, Indiana Avenue cor. Twenty-first St.

The *interior* of the church is very simple. It consists of two vestibules and the quadratic auditory with the platform in the N. W. corner. Pews, wainscoting etc., are of light wood. The stained glass paintings are worthy of mention.

* Forty-first Street Presbyterian Church.

Denomination: *Presbyterian.*

Site: *S.-W. corner of Grand Boulevard and 41st Street.*

One of the most modern churches of Chicago. The edifice in Romanesque and Norman forms, is erected of grayish red square stone with rough surface. The ground plan shows the form of a cross in the outside angles of which are placed the steeple, the vestibules, stair-cases etc. Most noteworthy is the steeple, a solid, quadrangular campanile with long and narrow quadrangular windows which appear almost like loop-holes, and with semi-circular apertures in the belfry. Its roof is a low slated pyramid. The church proper consists of a nave and a transept of equal length. The north, east and south walls are each broken by two rows of semi-circular arched windows. The lower of these are broad and divided, while the upper are long and narrow. At the corners low, round buttresses with sculptured capitals.

The effect of the *interior* is simple but elegant. The wainscoting, the panelled ceiling, the front of the gallery and the seats are of bright oak wood. The walls are light red. A gallery winds along the north, east and south wall. The wood work of the ceiling is supported by four round massive stone columns placed in the four corners. The church contains 1,600 seats, but has room for 2,500 persons.

On the west side is added a structure similar to the main building, but in simpler forms. This contains the Sunday school rooms.

St. Cecilia's Church.—Denomination: *Roman-Catholic.*

Site: *S.-E. corner of 45th and Atlantic Street.*

This is a new structure in the Romanesque style. The foundation stone was laid in 1889. The ground plan is an octagon with a short space built out for the choir. The two

large niche-like semi-rotundas built in the walls adjoining the choir give the interior a unique effect.

The portal on the north wall is formed by a number of round-arches diminishing toward the back, the foremost of which rests on four slender, free columns.

The material for the substructure is a greenish stone with good effect, and for the rest greyish yellow tiles.

St. Gabriel's Church. —Denomination: *Roman Catholic.*

Site: *S.-E. corner Sherman and 45th Street.*

A new edifice of reddish brown bricks in pure Romanesque forms. (On the foundation stone on the north facade: *Ad Sanctum Gabrielem 1887.*)

Although the exterior of the church has, through its wide windows and low buttresses, a rather heavy appearance, it is partly redeemed by the high steeple on the N. W. corner, the only one in Chicago built entirely of stone. This is quadrangular and protrudes somewhat from the walls. Its three free edges are bordered by small, round bartizans. The walls are broken by windows resembling loop-holes.

The pyramid being quadrangular is crowned by a finial and a cross.

Interior. The church looks from North to South; the nave is divided into three aisles; at its south end is a septangular choir. The transept is small and shows but one aisle. The ceiling rests upon ten semi-circular arches supported by eight pillars with acanthus capitals of white stucco.

Of the semi-circular arched windows are especially noteworthy the two memorial windows in the transept, the five choir windows and the simple rosette in the north wall. The choir is remarkable, consisting of an arcade with seven arches forming the half of a polygon with fourteen sides and being supportet by six fine granite columns.

Hyde Park Presbyterian Church.

Denomination: *Presbyterian.*

Site: *N. E. corner Washington Avenue and 53d Street.*

A new and interesting church (completed in 1890) in the centre of the pleasant suburb Hyde Park. The edifice, built of gray sand stone with a rough surface, is in the ground plan a rectangle. The main facade is on the West (on Washington Avenue) occupying one of the longer sides of the rectangle. From outside the church appears as a nave looking from North to South, with two wings of transepts added on the West between which is placed a low quadrangular steeple resting on two columns. A staircase between these columns leads to the entrance. The South facade is formed by the cross-wall of the nave and a pavilion on the East with a spire in form of a cone (containing the study of the minister.) The cross-walls of nave and transepts have, with the sole exception of that on the North, each a large semi-circular arched window with Gothic foliations, whose semi-circular arch is on the outside encircled by an imitation ogee arch. On the sides the windows are bordered by two semi-circular buttresses showing, like the upper gable field, some light ornamentation hewn in stone (bands of foliage, finials, etc). The North wall contains seven lancet windows. The most effective part of the church is the quadrangular tower in the corner. It contains at its base the main entrance and the vestibule; further up the belfry with eight high louvre windows which are open at the base but show, in the upper half open work stone ornamentation. Here too, the semi-circular terminations are surrounded by imitation ogee arches. The whole is crowned by a quadrangular pyramid covered with slate and having at each side a small bartizan covered with metal. Even the steeple contains stone ornamentation (buttresses, plasters, bands and poppy-heads.)

The *interior* is separated in two parts by a corridor issuing from the western entrance: the Sunday school and the

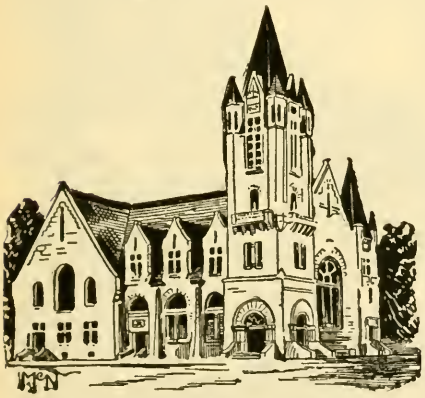
church proper. The latter is an octagonal hall decorated in quiet colors and containing eight hundred seats. Organ and pulpit are placed on the east wall. The ceiling is panelled in light oak, and the same wood is used throughout the church.

The Sunday school room adjoining it makes through its effective stained glass paintings (especially noteworthy is the memorial window on the east wall) and the pretty boxes on the gallery, a very favorable impression.

Hyde Park M. E. Church.—Denomin.: *Methodist Episcopal.*

Site: *S. E. Corner 54th Street and Washington Ave.*

An edifice situated in the finest part of Hyde Park. It is built of massive squares of grey granite, in a combination of modernized Romanesque and Norman style. The east wing of the transept alone is finished. The facade of the nave is to be on the West, where it will be flanked by two quadrangular steeples, the larger one of which, on the North East, will contain two semi-circular arched portals. Its edges are in the upper half flanked by four tall, narrow turrets. The spire is a quadrangular pyramid.



Hyde Park M. E. Church.

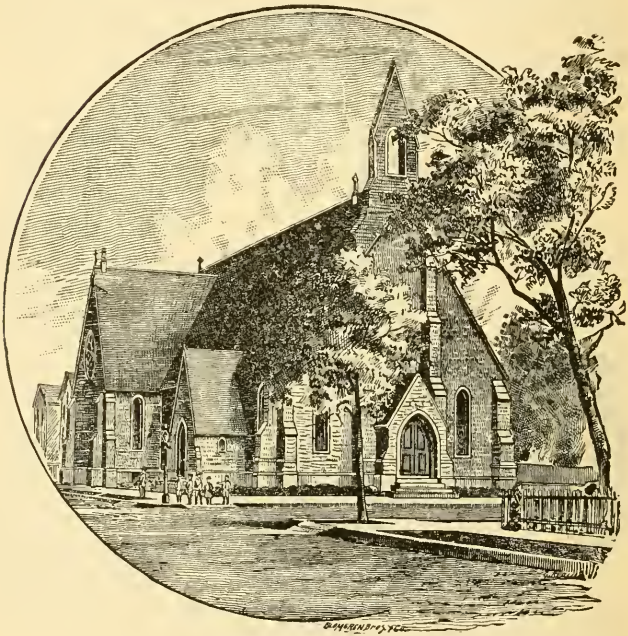
The walls and the ceiling (which latter is supported by an extensive system of rafters) are wainscoted in light oak. A spacious gallery runs round the interior. The stained glass paintings are very effective.

WEST SIDE.

Cathedral S. S. Peter and Paul.—Denomination: *Episcopal.*

Loc: *Washington Boulevard and Peoria Street.*

A small church without steeple, in the simple form of



Cathedral S. S. Peter and Paul.

early Gothic, built of yellow stone. The exterior being very plain, the harmonious and elevating interior surprises all the more. The church has a nave and a transept. The ceiling

with lacunars is supported by simply carved rafters forming pointed arches. The walls, having for a ground a dark brown and red, are covered with frescoes and light gilding. The choir is heptagonal and has five beautiful windows. The altar of white marble; a chair with rich carving placed in the choir; the stained glass of several windows and the baptismal font in the N.-E. corner, hewn in the finest marble (given by Helen Anderson Carter) are all donations in memory of deceased parishioners. The conception in graceful Gothic forms and the perfect execution make this font a genuine masterpiece. The cover is of polished brass in open work. Opposite the baptismal font, on the east wall of the transept are small figures of Peter and Paul, carved in wood and surrounded by Gothic wood-carving. The transept contains two rosettes.

The church was the first stone building on the west side and stood for a long time solitary in the prairie.

Centenary M. E. Church.—Denomination: *Methodist Episcopal.*

Site: *West Monroe St., near Morgan St.*

A Gothic church with a front of yellow stone with rough surface. The main facade looking South, is divided by buttresses into three parts. A large portal with three doors leads into the interior. The upper part of the central field is almost entirely taken up by a large window ornamented with stained glass paintings. The front is bordered by two large, round buttresses reaching beyond the roof and terminating in cones.

Interior. The ground plan of the church is a rectangle, the southern part of which is taken up by the vestibule and the stair case. In the ground floor are the Sunday school and the auxiliary rooms. The auditory makes in spite of the presence of various styles (Tudor arches, pointed arches and semicircular arches) a favorable impression, the eye being enabled to glance from wall to wall without encountering pillars or

columns. The length walls which contain each seven windows, support on four moldings projecting one beyond the other thereby forming an inverted terrace, the ceiling vaulted in form of a Tudor arch. Eight wooden rafters composed of quadrants and flat arches, and several others running lengthwise enliven the ceiling. The gallery on the north wall rises like an amphitheatre; the seats there are reserved for the choir. Behind, in a niche bordered by a large Tudor arch in the north wall, is the organ painted in various colors. In front of and below the organ the tribune for the preacher. Of the stained glass paintings are especially remarkable those of the large window in the south wall.

The wood work of the church is partly of black walnut.

First Congregational Church.—Denomin.: *Congregational.*

Site: *Washington Boulevard and Ann Street.*

A stately Gothic church of yellow square stone and sand stone trimmings. The nave, looking from North to South, opens on the Boulevard by three portals, which are crowned by massive pediments projecting from the facade.

The two extremities of the transept which joins the south end of the nave, are broken by two large windows within three widely carved arches.

The edifice, erected in 1869, has no steeple.

The appointment of the *interior* is simple but distinguished. On the south wall is the pulpit, behind which the organ. The balustrades, the pulpit and the deacons pews are fine specimens of wood work in black walnut. The spacious interior is lighted by the rosette-like windows of the transept and by six immense windows in the nave, reaching from the floor to the roof. The ceiling, a flat vault is blue and the walls are in light buff; both are adorned with pleasing frescoes. A handsomely curved gallery runs along the walls. The seats rise gradually as in an amphi-theatre.

Union Park Congregational Church.

Denomination: *Congregational.*

Site: *Ashland Ave. and Washington Bld., near Union Park.*

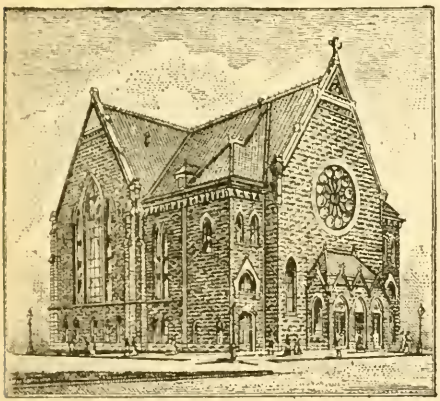
Gothic church of yellow stone, looking from East to West. The steeple on the N. E. corner terminates in a slender octangular pinnacle. Through the ogive portal we reach a spacious stair-case, which leads to the auditory and the gallery.

Interior. The decoration is quiet and very simple. The ceiling is supported by painted rafters. The large organ is worthy of mention.

** **Third Presbyterian Church.**–Denomination: *Presbyterian.*

Site: *Corner Ogden and Ashland Avenues.*

The temple of one of the wealthiest congregations in Chicago. Re-constructed after the fire in 1884 which left only the outside walls. The ground plan is a cross with the portal on the East. The two steeples are carried only to the height of the roof. Between the two the portal with three doors and rich sculptures in sand stone. Above is the large rosette.



THIRD PRESBYTERIAN CHURCH.

The *interior* is lighted chiefly through the large window in the transept. The decoration of the interior consists of simple but tasteful frescoes. The panelled ceiling is supported by rafters. The decoration of the walls is effectively interrupted by

the ornamented front of the large organ. The greatest ornament of the church is, however, the large window in the south side which cost over $4,000. It is by far the largest and finest specimen of that description in Chicago and well deserves inspection. (The subject is the husbandman represented as tiller, sower and harvester; above him an angel with aureola, the whole surrounded and interwoven with magnificent ornaments.)

Of equal beauty is the large rosette window above the portal on the east wall. The church has rich resources, shows great activity in enlarging its congregation and supports two city missions.

Zion Congregation.—Denomination: *Jewish.*

Site: *Washington Boulevard and Ogden Ave.*

Massive structure in simple forms built of brick and terra cotta. The foundation stone was laid in 1885, Moorish motives are predominant. Main entrance and vestibule on the West.

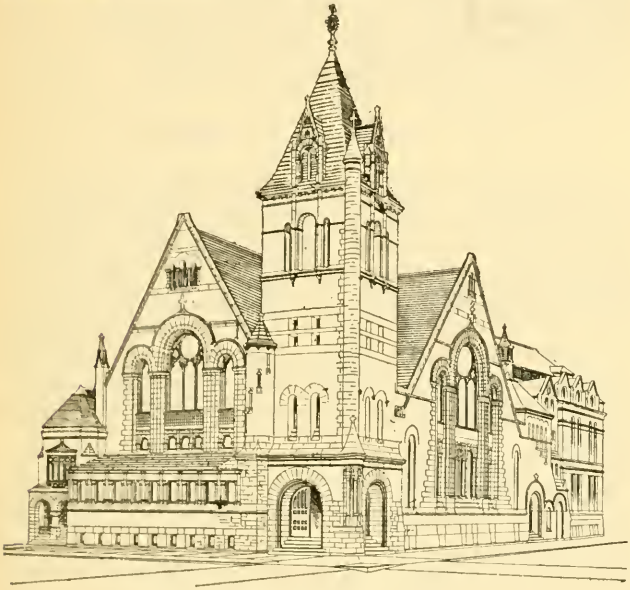
The *interior* makes a beautiful impression. Three semi-circular arched vaults form the ceiling. The walls are covered by plastic ornaments in charming Moorish motives and by beautifully gilded carved wood. The light enters through twelve simple windows with stained glass.

* * **Fourth Baptist Church.**—Denomination: *Baptist.*

Site: *S. W. corner Ashland Boulevard and W. Monroe Street.*

One of the latest churches in Chicago and remarkable for its architecture which is a combination of Norman and Romanesque styles. The material is reddish brown sand stone with a rough surface. The frontispieces of nave and transept, which both look upon the street, are for the most part taken up by semi-circular windows, which are arranged in three groups, of which the one in the middle is the largest, rising above the others. Groups of pilasters enliven the

walls. The large quadrangular steeple at the corner of the street contains in its first story two rather low portals and the vestibule, also the staircase and, in the fourth story, the belfry. On each side of the quadrangular pyramid is a pretty luthern. The edge of the steeple is, at its base, adorned with an original bow, and, from the second story up.



Fourth Baptist Church.

with a round buttress terminating in a point. The southwest corner is, up to the middle of the steeple, flanked by a round bartizan. A one-story structure lighted by nine small windows, separated from one another by short pilasters, is placed before the Eastern frontispiece. Two other vestibules, with semi-circular arched entrances, and the additional structure in more modern forms, which looks West (toward Ogden Ave.) and contains the Sunday-school, etc., are the remaining parts of the edifice.

The *interior* in the form of a cross has a spacious semi-circular gallery. In the southern wing of the nave is, under a massive round arch, the pulpit and, above this, the organ, which is on both sides flanked by two lodge like openings. The ceiling is supported by a system of rafters. The wood work is of antique oak. Worthy of special mention are the stained glass windows in the church, and the fine stained glass painting in the Sunday-school (a donation).

* * **Church of the Epiphany.**—Denomination: *Episcopal.*

Site: *Ashland Ave. and Adams St.*

This beautiful edifice looking from East to West, is in Romanesque style and built of grayish red stone. The extremity of the nave, facing Ashland ave. has a porch with three gables, containing the vestibule with a semi-circular arched portal and window. The quadrangular steeple on the N. W. corner with rounded-off edges is richly sculptured at the height of the belfry. Quadrangular and semi-circular buttresses add to the massive effect of the structure. On the South end is added a chapel in the style of the main edifice.

The *interior* receives its light mainly through the three large windows of the transept. The ceiling is richly panelled and the walls are adorned with ornamented terra cotta tiles and beautiful frescoes. The altar wall on the East shows a relief in stone; the adoration of the magi; on both sides of the altar fine mosaics, representing praying angels. The central window of the transept is very handsome.

* **Church of the Redeemer.**

Denomination: *Universalist.*

Site: *N. E. corner Warren Ave. and Robey St.*

The church, consecrated in the spring of 1866, is an interesting Romanesque structure of brick and terra cotta. The transept projects but a few feet from the façade and is

of the same height as the main roof. There are two side entrances on Robey street; the main entrance with three doors, leading to the vestibule, is on Warren ave. In the centre of each façade is a large semi-circular arch on each side of which are three rectangular windows. The pure Romanesque semi-circular arch alone is applied in the basement. A broad staircase leads to the auditory which materially differs from the usual pattern, being a large rectangular hall with organ and pulpit on the Eastern long side and seats rising as in an amphitheatre. The ceiling is of natural pine, supported by a system of rafters which are painted olive brown and copper bronze. The whole adorned with trimmings and carvings.

The beautifully decorated front of the organ and the elegantly carved pulpit in the center of the East wall harmonize well with the rest.

The decoration of the walls consist in bronzed reliefs, terra cotta colored fields, a frieze in dull brown and olive green finials.

The stained glass paintings are very beautiful. The one on the North shows the biblical sower, that on the South a copy of the Sixtine Madonna (memorial). The finest of them are, however, in the three large windows on the western extremity of the transept. (Talcott memorial), especially the central one, representing "Charity," displays fine effects in colors.

Park Ave. Church.—Denomination: *Methodist Episcopal.*

Site: *Park Ave. and Robey St.*

A fine modern structure of reddish gray stone with rough surface. The wide but not very long transept is flanked by round buttresses reaching beyond the roof. Of the two steeples only the northwestern is finished. It is quadrangular, has circular windows and ends with a quadrangular roof. The other steeple is not even carried to the height of the ridge of the roof and terminates with a platform surrounded by a balustrade. In their substructures

the towers contain the two main entrances formed by semi-circular arches placed upon massive columns.

The *interior* is reached through the vestibule. It is partly wainscoted, partly decorated in quiet but warm colors, among which a light grayish blue predominates.

On the south wall is a large niche-like space, set off by a double semi-circular arch decorated with gold and various colors. In front of this the platform. The ceiling is made of light wood and supported by rafters. The seats are arranged in a semi-circle.

A part of the windows has fine stained glass. The church is well lighted and ventilated.

Western Ave. Church.—Denominat.: *Methodist Episcopal.*

Site: *Corner Western Ave. and W. Monroe St.*

This is a unique brick building in simple Gothic, with four towers in the bases of which are the entrances. It looks from East to West. The steeple has only been carried to the height of the roofs and lacks the spire. Built in 1884.

The *interior* of the church makes a very pleasant impression. The light enters through three large windows and some small ones all of which contain stained glass. (Picture of the Good Shepherd in the west window.)

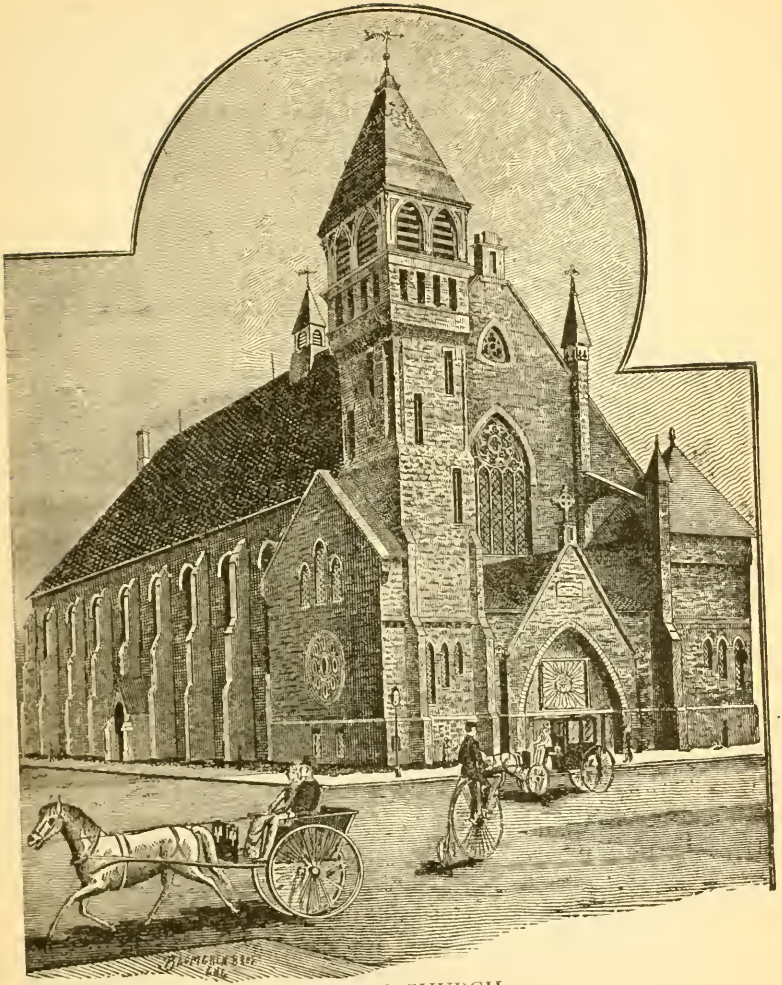
The ceiling is simple, but very pleasingly adorned with ornaments on grey ground. The walls are somewhat darker. The beautifully decorated front of the organ effectively breaks the monotony. Elegantly finished pews, which rise as in an amphitheatre, and a gallery with bronzed iron balustrade complete the impression of home and comfort.

*** Church of the Holy Family.**

Denomination: *Roman Catholic.*

Site: *W. 12th St. near Crossing of Blue Island Ave.*

The ground plan shows the form of a cross. The nave has on each side an aisle. The pentagonal choir is on the



CHRIST CHURCH.

Michigan ave. and Twenty-fourth st.

north side. The architecture is chiefly Gothic. The steeple which can be seen from a great distance. terminates in a sort of cupola crowned by a cross.

The *interior* of the church is ostentatious and pompuous. Walls and ceilings are painted in dull yellow and red and decorated with rich ornaments. The pillars separating the nave from the aisles are likewise painted and crowned by richly gilded and bronzed capitals.

In the choir and the ends of the aisles are placed the magnificent altars. On the left, altar of Joseph; on the right, altar of Mary. The high altar, in the richest Gothic, reaches up to the ceiling, is painted white and gold and adorned with a beautiful oil painting, representing the Holy Family. A painting of value is in the transept: The vow of Ignatius Loyola (size 6 x 12 feet), remarkable for composition and distribution of light. Less important is the pendant in the western transept, representing a crucifixion.

The pulpit is a fine specimen of Gothic wood carving. Half way up on the pillars are gilded "stylites." On the platform to the South two organs are placed. On the walls between the windows the fourteen stations of our Lord's passion.

The church seats two thousand people and contains superb stained glass windows.

Temple of the "Anshe Kanesse Yisroel."

Denomination: *Jewish.*

Site: *S. E. cor. Judd and Clinton Sts.*

A tall brick building with buttresses and a small turret on the ridge of the roof resembling a pavilion. The architecture is Moorish (horse-shoe arches), especially in the main facade on the west side.

Interior. In the basement, assembly and auxiliary rooms. The entrances on the West lead to the vestibule and the staircase. The temple proper is a high and pleasant room, plentifully lighted by two rows of colored glass win-

dows. Here, too, we find chiefly Moorish motives (ceiling) alternating with the Jewish emblem of the so-called "Shield of David." On the western half of the temple is a broad gallery; opposite, on the east wall, is the elevated pulpit in front of a tall structure of partly gilded wood with carving in oriental forms.

NORTHWEST SIDE.

* **St. Columbkill.**—Denomination: *Roman Catholic.*

Site: *N. E. cor. W. Indiana and Paulina Sts.*

A structure of grand dimensions in Romanesque style. Material: yellow stone in layers alternatively rough and smooth. The main facade on the south side is flanked by the two massive quadrangular steeples, which are however carried only to the height of the ridge pole. The central field with the three semi-circular arches, protrudes a little and is crowned by a gable. There is a second entrance on the large aisle on the west facade. The semi-circular apsis on the North is of brick. The windows are high and narrow and have at the top a small rosette. Massive buttresses add to the grand impression.

The *interior* of the church in consequence of its dimensions, makes a grand impression. On the walls are decorated wood carvings representing the stations of our Lord's passion. The choir is covered by a half-cupola, its side wall is broken by seven small semi-circular arched windows. The high altar has dark wood carving with rich gilding in Romanesque forms. At the side are two other altars.

The low balustrade of dark carved wood, separating the choir from the nave, is noticeable. The fields contain beautifully executed ecclesiastical and hierarchical emblems. The south end of the nave and the aisle on the west side have spacious galleries.

St. Stanislaus.—Denomination: *Roman Catholic.*

Site: *S. E. corner of Noble and Ingraham Streets.*

The St. Stanislaus church is the centre of the "Polish quarters" of Chicago, as the central part of the region between Milwaukee Ave. and the river is called. The edifice, which is of considerable dimensions, and in Romanesque style, has a nave with two aisles. The main facade on the West is flanked by two unfinished steeples. A wide staircase leads to the three semi-circular arched portals that open into the vestibule. The exterior is enlivened by simulated arcades running over the entire west front, and a large rosette. The eighteen large, arched windows are separated from one another by buttresses. The steeples are, likewise, strengthened by high-reaching buttresses.

St. Stanislaus Church.

The *interior* of St. Stanislaus church, in pure Romanesque forms, makes a harmonious impression in spite of the bare greyish white walls. Sixteen pillars with sculptured capitals support the eighteen semi-circular arches on which in turn rests the ceiling. Pillars and arches are repeated in the nave as thin pilasters and simulated arches. The ceiling of the nave and

the aisles is arched in a semi-circle and has neither transverse arches nor ornaments. In the apsis is the high altar of marble. On the west side are two galleries, the upper one of which contains the organ.

In the immediate neighborhood of the church rises the large four-story building of *St. Stanislaus School*, a new structure of greyish-yellow bricks and smooth sand stone. On each of the four corners rises a turret. A buttress in the central part of the building is crowned with the statue of St. Stanislaus.

NORTH SIDE.

* * Cathedral of the Holy Name.

Denomination: *Roman Catholic.*

Site: *N. E. cor. Superior and N. State Sts.*

The archi-episcopal "Cathedral of the Holy Name" is a fine structure in early Gothic. It was building from 1874 to 1882, on the site of the old church which was burned in the great fire, 1871, and is now surrounded by a group of buildings, which likewise serve religious purposes and occupy an entire block: the *Parochial School*, the *Academy of the Ladies of the Sacred Heart*, the *Parochial Building*, containing the offices and apartments for the priests, etc. The edifice is made throughout of yellowish grey stone with rough surface; the sculptured ornaments alone are executed in sand stone. The ground plan is a cross with the shaft looking west. The buttresses on the walls of the nave are insignificant; but where they adorn the edges, as on the steeple, or where they mark the joint of nave and transept, they appear as powerful pillars, reaching beyond the roof and terminating in small quadrangular pinnacles. The facade which looks west contains the main portal, the pediment of which is crowned with finials. Above it are several narrow lancet windows, and directly above these is the

rosette in twelve parts. The arrangement on the outside walls of the transept is similar; the portals there, are however, placed in a porch, (containing the vestibule) which projects from the front. The quadrangular steeple at the southwest corner of the edifice contains two more entrances and terminates in a slender octagonal pyramid covered with slate and crowned by a large gilded cross.

The cathedral has a nave with two side aisles, and a short transept. On the east is added the pentagonal choir. The nave is separated from the aisles by twenty columns with pointed arches supporting the upper walls of nave and aisles. The ceiling of the nave is vaulted, but the aisles have shed roofs. The walls of nave and aisles are enlivened by imitation triforia and small rosette windows. The lancet windows in the side walls are adorned with old stained glass paintings. Five large paintings representing scenes from the history of our Lord's passion distinguish the choir. The high altar is made of various kinds of marble. On both sides of it, at the extremity of the aisles, are the altars of Joseph and Mary. The wood carving on the archi-episcopal sedilium and the Gothic pulpit is remarkable. The organ with its front painted in different colors is one of the most powerful in the city. Under the organ platform, in a niche, is the marble bust of the late bishop Foley (died 1879.) The church has 1800 seats.

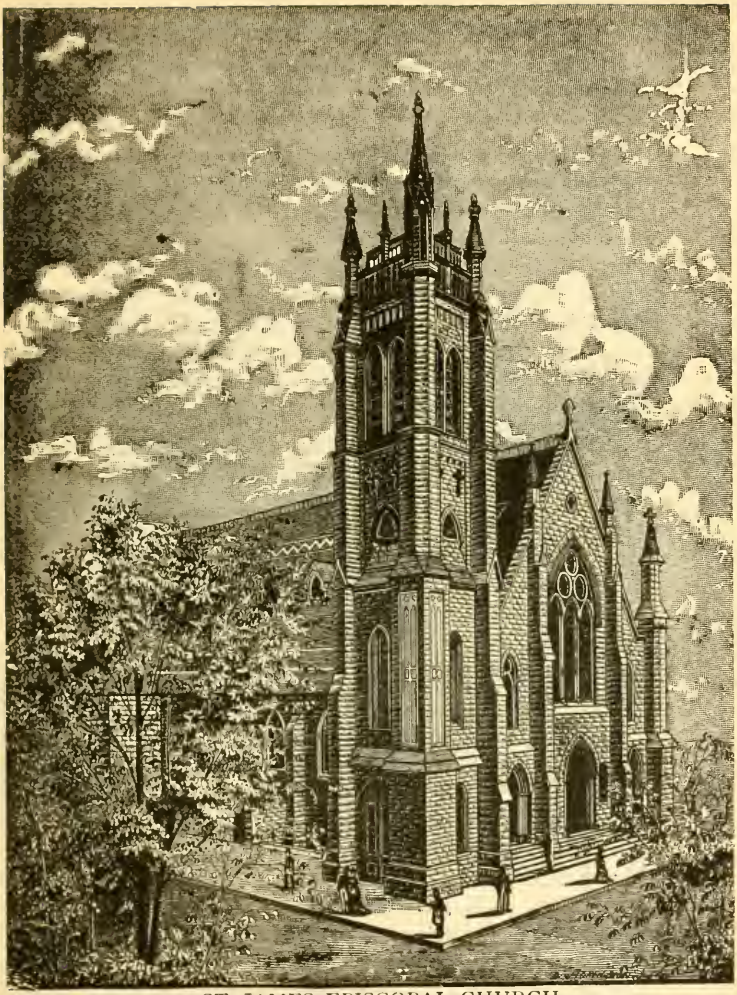
East of the cathedral and connected with it by a gangway is the parish residence which was built later but in the same style as the cathedral.

* * St. James Church.

Denomination: *Episcopal.*

Site: *Cass and Huron St.*

One of the handsomest and most noteworthy churches of Chicago. The edifice is in Gothic style. It has nave and transept with buttresses reaching beyond the roof and



ST. JAMES EPISCOPAL CHURCH,
Cor. Cass and Huron Streets.

terminating in small pinnacles. The choir is pentagonal. The quadragonal steeple crowned by a ballustrade, is a curiosity. It is one of the few structures which braved the great fire, and still shows numerous cracks. The pinnacle is lacking.

The entrance is made through the three portals with pointed arches on the main front to the West. Above these portals is a large Gothic window. The vestibule shows on its north wall a memorial in Gothic style, erected in memory of the soldiers killed in the civil war of 1861—1865. It consists of three pointed arches leaning against the wall and adorned with rich sculptures in sand stone, beneath which are placed the brass tablets with the names of the dead. The arches are supported by pillars of polished gray granite. The ceiling is supported by a system of rafters.

The transept, somewhat lower than the nave, receives its light mainly through the two large rosette windows. In the southern part is the handsome organ, a present from the young ladies of the congregation. The three windows in the choir as well as the ten in the nave, are all memorial windows. They are nearly all of artistic value and show beautiful colors. In the choir the twelve apostles; mural paintings on gold ground. The embroidered cover of the altar and a gilded cross are beautiful. The lecturn of polished brass, placed in the choir, is also very fine.

A master work and a real curiosity is the baptismal font of marble which was executed in Italy. The richly ornamented basin is born by the three genii, representing Faith, Resurrection and Immortality. The decoration which was renovated but two years ago, is very tasteful and effective. The rich decoration in gold of the choir, the picturesque front of the organ and the effective stained glass paintings combine to make the interior of this church one of the most beautiful and elevating in Chicago.

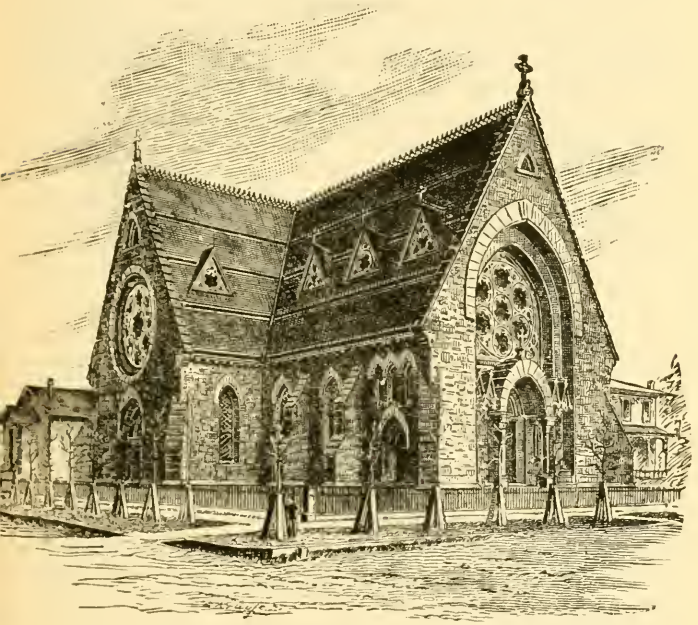
The steeple contains a chime of ten bells. Numerous memorial tablets are placed in the interior.

The New England Church.

Denomination: *Christian*

Site: *Cor. Dearborn Ave. and Delaware Pl.*

The congregation, an off-shoot from Plymouth Congregational Church, was founded in 1853. The old church, the foundation stone of which was laid in 1865, was destroyed in



The New England Church.

the great fire. Only a small part of the north wall remained, and some of the buttresses still show traces of the fire. The present edifice was erected between 1874 and 1876. It is a Gothic structure with nave and transept and a chapel added on the northeast.

The interior is lighted by three large rosettes and windows adorned with simple stained glass paintings. The main portal on the west facade is flanked by two fine columns of polished granite. Above it the rosette. Both portal and rosette are encircled by an immense pointed arch taking up almost the whole west wall. On both sides of the door are placed two stones brought over from England, the one on the North from the year 1620, the other with this inscription: M. L. 15.95.

The *interior* is not remarkable. Rafters of dark wood held up by the walls and two beautiful polished granite pillars constitute the support of the ceiling. The magnificent organ ($7,000) from Boston is placed at the east wall.

A curiosity is the baptismal font of the fourteenth century, brought over from England from the old church of Scroosby. It is of most primitive form.

The chapel-like additional building on the East contains the Sunday-school rooms and the residence of the sexton.

Unity Church. — Denomination: *Unitarian.*

Site: *Dearborn Ave. and Walton Place.*

A Gothic structure. The material is yellow stone with rough surface. The main facade is on the West, facing Washington Square. Of the two steeples only the northern is complete. It has an octangular pyramid covered with slates. The southern one, lacking the spire, is crowned by a stone balustrade. It has four rosettes which are however without glass. The handsome portal is bounded by a pointed arch. The fronton contains sculptures. On each side of the church eight buttresses.

The *interior* is not very remarkable. In the east end of the church, in what may be termed the choir, stands the large organ, the front of which is decorated. The roof is rather flat. A gallery with a fine wooden front runs around the interior. North of the pulpit stands a remarkable baptismal font with sculptures in sand stone and granite.

Fourth Presbyterian Church.—Denominat.: *Presbyterian.*

Site: *Superior and Rush Streets.*

A Gothic structure of yellow stone with steeple on S. E. corner, not yet completed. The main portal on the east extremity of the transept projects from the walls. Above it a large rosette with fine stained glass paintings.

The effect of the *interior* is odd. Walls and ceiling are decorated with simple ornaments after early mediæval motives. They are executed in dull gold with a coat of varnish.

The seats and the three galleries are of black walnut. The organ is very powerful, and the church is noted for its excellent acoustic properties.

Paulus Kirche.—Denomination: *Lutheran-evangelical.*

Site: *N. W. corner of N. Franklin and Superior Sts.*

This church, commonly named *Wunders-Kirche* after its pastor, was destroyed in the great fire of 1871 and immediately re-erected after the catastrophe. The new building was consecrated toward the end of 1872.

The *interior* is very light and pleasant. There is a beautiful picture over the altar, representing a crucifixion. In the belfry are three bells.

Chicago Ave. Church.—Denomination: *Independent.*

Site: *N. W. corner La Salle Ave. and Chicago Ave.*

A solid structure of stone with high buttresses and a round steeple with belfry at the meeting of the two facades. In the lower part of the steeple is the entrance from which a wide winding stair case leads up to the auditorium. The basement contains among others the Sunday-school rooms.

The *interior* is an irregular, octagonal room. On its three sides looking West are the pulpit, the pews and the stair-case leading to the gallery. The walls are decorated in simple style. On the five remaining sides is a gallery supported by iron columns.

* Grace M. E. Church.

Denomination: *Methodist Episcopal.*

Site: *S. W. cor. LaSalle Ave. and Locust St.*

Built in 1876. A Gothic church with its main facade looking East toward La Salle Ave. The material of this is yellow Illinois lime stone with rough surface; the rest of the structure is of brick and sand stone. The basement contains the Sunday-school room. The main facade has four buttresses which reach beyond the roof and terminate in pinnacles, two of which are on the corners and close the facade, while the two others bound the central section. The portal is formed by a pointed arch supported by sandstone columns. In the upper part of the arch is a rosette, above which rises an imposing Gothic window divided into two halves, which is, like the portal, flanked by free sandstone columns. Two other lancet windows with two rosettes light the vestibule and the gallery. The church has no steeple.

Vestibule and stair-case are on the East side. The walls are decorated in a light gray. The ceiling, in light blue, is supported by rafters. The choir on the West is set off by an imposing pointed arch which is handsomely decorated and supported by clustered columns. The organ in the choir, the stalls in front of it and the pulpit harmonize well with the rest. The windows show stained glass paintings in simple Gothic ornaments. On three sides of the interior is a gallery.

* English Lutheran Church of the Holy Trinity.

Denomination: *Lutheran Evangelical.*

Site: *S. W. corner LaSalle Ave. and Elm St.*

A church in Gothic style with a quadrangular steeple on the N. E. corner. The main facade on the East and the steeple are of yellow Illinois lime stone with rough surface; the rest of brick.

The heavy portal which projects from the walls, is supported by two fine columns of polished granite. Above it is a large lancet window with a rosette. On the north wall are buttresses. The steeple terminates in a quadrangular pyramid with finials on the edges.

The *interior* is very pleasant and elevating. The terra-cotta colored transverse arches of the vault set off effectively from the light walls and the blue, rather low ceiling. Above the vestibule, on the East, stands the organ. Opposite, at the end of the west wall, under the large triangular window, is the altar and the platform.

The stained glass pictures (mostly memorial windows), are very pleasing.

English Lutheran Church of the Holy Trinity.

Church of the Ascension.

Denomination: *Episcopal.*

Site: *S. E. cor. La Salle Ave. and Elm St.*

A structure of yellow stone without a steeple and of modest dimensions. The portal in the main front, facing LaSalle Ave., is in a porch which serves as vestibule. The windows are separated by low buttresses. In front of the quadrangular choir added to the main building, is, on the East, the small chapel.

The *interior* is simply but tastefully decorated. The ceiling, supported by rafters, is panelled in wood. The organ stands on the N. E. side, near the choir.

The chapel is distinguished by charming, small, Gothic windows and a fine marble altar.

La Salle Ave. Baptist Church.

Denomination: *Baptist.*

Site: *La Salle Ave., North of Division St.*

Handsome edifice with characteristic front of grey square stone. Through an imposing semi-circular arch are reached the two winding stair cases, which from both sides of the entrance lead into the interior. Each stair-case is surrounded by a colonnade of six columns through which the light falls on the central part built in form of a curve. The church is remarkably well lighted in all its parts.

The *interior* decoration is very simple. The organ is placed in the alcove on the east wall. For the rest nothing remarkable.

St. Joseph's Church.—Denomination: *Roman Catholic.*

Site: *N. Market St., N. E. corner Hill St.*

St. Joseph's church is a simple edifice in early Gothic style, made of gray brick. The main direction of the church is from West to East; the heptagonal choir on the East end is of the same height as the roof. A low, quadrangular additional building contains the sacristy. On each side of the church are seven tall windows, separated from one another by rather thin buttresses reaching up to the roof. The steeple, which projects a little, arises from the centre of the West facade. In its quadrangular lower part is the main portal. At the height of the ridge pole the octangular section of the steeple begins which is surrounded by slender pinnacles adorned with finials. The spire, likewise octangular, is covered with slates and crowned with finial and cross.

The *interior* of the church affords a rather pleasant and harmonious impression, which is, however, somewhat weakened by the unsuitable decorationof the choir. The two side

aisles are separated from the nave by clustered columns and terminate in cross arched vaults.

The choir receives its light through seven narrow but high windows. Its roof is half of a stony vault which directly continues the ceiling of the nave. The side altars on the East end of the aisles show fine wood carving and gilding.

The windows contain stained glass ornaments in simple Gothic style.

St. Michael.

Denomination: *Roman Catholic.*

Site: *Cleveland Ave. and Eugenie St.*

The St. Michael church is one of the largest church edifices of Chicago. The exterior is unobtrusive. The facade is enlivened by tall windows and the three porches on the North front. Very effective is the lofty steeple with its slender octagonal pinnacle that can be seen from a great distance.

The church has a nave and two aisles. A transept is suggested in the interior, but it does not project from the nave on the outside. Ten fluted pillars separate the nave from the aisles and support the ceiling. On the north wall two galleries, one placed above the other. Opposite, added to the South side, is the pentagonal choir. Among the richly adorned altars is especially noticeable the high altar, at the side of the crucifix, with the statues of Peter and Paul in gilded niches and above them the patron saint of the church, St. Michael. Besides these there is in the northwestern vestibule an altar with the representation of the *mater dolorosa.*

The interior decoration with its gilding and its colored frescoes on light gray and red ground, is very attractive. The ceiling is adorned with a number of mural paintings, representing scenes from the sacred history.

*** Church of the Covenant.**—Denomination: *Presbyterian.*

Site: *Cor. Belden Ave. and N. Halsted St.*

The foundation stone of this church was laid in August, 1887. The building, on the outside very massive, shows in the interior a semi-circle with seats as in an amphitheatre.

The only ornaments of the facades are the semi-circular arched windows in Italian renaissance. The belfry is not yet completed. Entrance through the two semi-circular arched portals in the lower part of the steeples. The material is brick and terra cotta.

Interior. Fifteen gilded pillars support the gallery running into beautifully decorated semi-circular arches, which in turn support the roof. The platform and the pulpit are placed in front of the south wall. Behind them, in an alcove-like room, is the beautiful and costly organ. The uppermost part of this wall is broken by a charming, so-called nun's gallery, a series of semi-circular arches supported by free double columns, through which falls the light from the windows behind.

The wood-carving of the ballustrades is in antique style. Walls and ceiling are decorated in amber and brown.

*** Belden Ave. Baptist Church.**—Denomination: *Baptist.*

Site: *N. E. cor. Belden Ave. and N. Halsted St.*

A pleasing modern structure of gray square stone with an additional building on the North for the Sunday-school. On each of the two facades, square and semi-circular arched windows. On the S. W. corner the quadrangular, rather low steeple.

The *interior* makes a pleasing as well as elegant impression. The auditory is rectangular. The seats rise as in an amphitheatre and can be thrown back like opera chairs. The numerous windows admit a flood of light to the interior. The decoration, although simple, is very pleasing. Pulpit, baptismal font and organ are placed in the N. E. corner. A gallery runs all around the hall.

* **Fullerton Ave. Church.**—Denomination: *Presbyterian.*

Site: *N. W. cor. Fullerton Ave. and Larrabee St.*

A Romanesque church in the form of a cross, built of a gray and green, very picturesque stone. On the North is added a chapel-like structure, in the style of the main edifice, containing sundry rooms. Especially developed are the walls facing the streets and ending the nave and aisles. The quadrangular steeple is placed between them in the corner. The two facades of equal dimensions contain each two semi-circular buttresses which are partly sculptured; between these are five small rectangular windows, above which is a large semi-circular arched window. The steeple which in its lower part contains the entrances, has a belfry with semi-circular arched louvre windows. It ends in a slender quadrangular pinnacle.

The *interior* is simply but tastefully appointed and makes a very pleasing impression. The western extremity of the nave is distinguished by a large, beautifully decorated and gilded semi-circular arch, under which are placed the pulpit and the oaken pews of the elders. Behind them, on the wall, the organ. From there arise the seats in a semi-circle. The ceiling is supported by rafters.

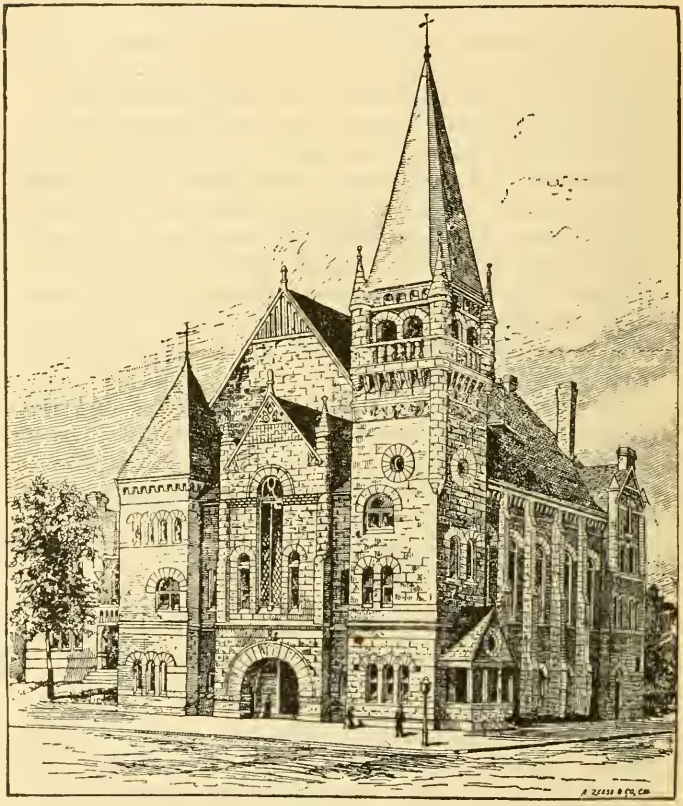
Church of Our Saviour.—Denomination: *Episcopal.*

Site: *Fullerton Ave., East of Larrabee St.*

A handsome new church of light gray stone, with semi-circular arched windows. The main front on Fullerton Ave., looks South. There are substructures for two steeples; but only the western one is completed. It is quadrangular, low and covered with slates. The entrances are through the two steeples; between them the rectangular vestibule.

The *interior* without containing anything remarkable, is very prepossessing. The walls are wainscoted breast-high, the rest being covered with ornamented terra cotta and

marble slabs. The ceiling is of wood, supported by rafters. One large arch and two smaller ones on the side at the north end, seclude a small elevated space, which contains the pul-



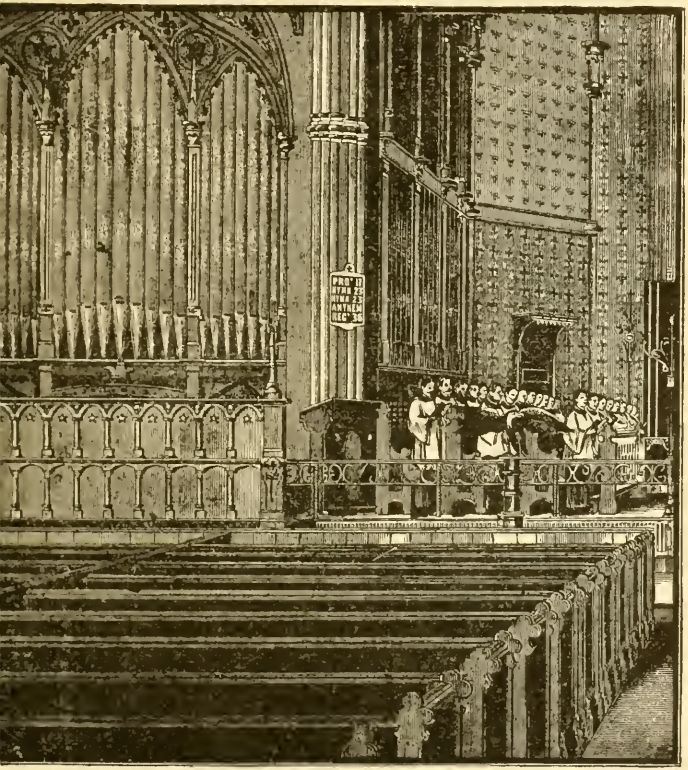
South Park ave. M. E. Church, South Park ave., cor. Thirty-third st.

pit, the organ, the baptismal font, etc. The chandeliers, of polished brass, are very fine.

On the west and north sides, the church is bounded by buildings which serve for the Sunday-school, etc., and the residence of the minister.

The Armour Mission.—*Location:* Corner Armour Ave. and 33d St.

The *Armour Mission* is a fine three story building of brick and brown sandstone. It was built by the brothers,



Christmas at Grace Church, Wabash ave.; near 15th st.

Joseph F. and Philip D Armour, and forms part of their gift of nearly a million dollars.

The aim of the wholly unsectarian institution is to take an interest in the welfare of youth and their moral, intellectual and physical improvement.

The first story contains the *day-children's room*, where women who are obliged to work during the day may leave their children in good care; besides this there are the *kitchen*, *kinder-garten rooms*, *reading room* and the *public dispensary* in which medical advice and medicine are given by several physicians to needy people (about 15,000 each year) free of charge.

In the second story are the *lecture room*, eight *school rooms*, *pastor's residence*, *library* and *Sunday school rooms.*

In the third story is the large, beautifully furnished *lecture hall*, with beautiful stained-glass windows, a gallery and a large organ. The hall will hold 2,500 people. The Sunday school numbers about 1,500 scholars and 113 teachers.

The Mission is wholly non-sectarian and offers its advantages without distinction of race or religion. A large *normal training school* is in course of erection, and promises, when finished an excellent equipment.

Cemeteries.

During the early beginnings of Chicago the burials took place mostly in the neighborhood of the dwellings. Thus the remains of John Kinzie were laid to their "eternal rest" on the north side of the river, near the lake shore, east of Kinzie's house; but that "eternal rest" has had in the meantime to suffer several interruptions. With the establishment and subsequent removals of the cemeteries in 1835, 1842 and 1847, mentioned below, John Kinzie had to move, too. The soldiers who died of the cholera in 1832 were buried at the northwest corner of Lake street and Wabash avenue. In 1835, on account of the spread of buildings, the first general disinterment of remains which were scattered over the whole settlement and whose origin, in many cases, could not be determined, was decided upon, and two cemeteries were laid out. One of these common burial places lay on the lake shore, north of Chicago ave. and east of Water street, and included the ground now occupied by the water works. The other, lying to the south, was also on the lake shore, in the region of the present 23d street. The growth of the city necessitated, in 1847, another removal of the cemeteries. A single burial place was then located near the lake shore, north of North avenue, and beginning at the southern boundary of the present Lincoln Park, and the remains in the old cemeteries were transferred to it. This cemetery, too, had a short existence.

Shortly after the Civil War the territory of the cemetery was selected for park purposes, and again there was a procession of all the dead; this time to the far away cemeteries of Graceland and Rose Hill, which, as is to be hoped, are for all time beyond the reach of the gigantic city of Chicago.

Graceland Cemetery.—*Site:* Six miles north of the Courthouse, within the boundary of the former city of Lake View, now City of Chicago. *Access:* 1st—By railroad in 22 minutes, by the local trains of the Evanston Division of the

Chicago, Milwaukee & St. Paul railroad, from Union Depot, corner Canal and Adams streets, to *Buena Park Station*, the entrance of the cemetery; 2d—By street cars, via Northside Cable Road (Clark street, or Wells, and city limits, change at Clark and Diversey streets), as far as the entrance of the cemetery; 3d—By private vehicle, via Lake Shore Drive, Lincoln Park, Lake View ave., Belmont ave. and Evanston avenue.

This cemetery is one of the finest in America. It is bordered on the north by Sulzer street, on the east by the track of the Evanston division of the Chicago, Milwaukee & St. Paul railroad, on the south by Graceland avenue, on the west by Clark street, and covers an area of 128 acres.

Located on an undulating tract of land, the cemetery presents, especially in its eastern half, a specimen of most perfect landscape gardening. It is crossed in all directions by good carriage roads and paths, and affords with its numerous groups of trees, its fresh, green lawns, its charming waters—*Willowmere*, *Hazelmere* and *Lottie's Pond*—its many cozy nooks shut off from the world by dense foliage, ever-varying, ever-pleasing views. The visitor, although reminded of the solemn character of the spot by the many for the most part very costly monuments, is gently freed from melancholy reflections by these delightful surroundings.

The following route is recommended for the *inspection* of the cemetery. Passing from the gothic portal at the corner of Clark street and Graceland ave., and following Main ave., we reach, at the forking of the road, the beautiful monument of *Eli B. Williams*, an allegorical female figure representing Faith. A little farther to the right is *Ayres'* monument, an urn on a finely ornamented socle of gray granite; to the left the spacious tomb of the *Rietz family*, simple but elegant in style; and at another branching of the road *Eddy's* monument, a work of great originality; on the left of it stands the tomb of the *Huck family*, and near by, in the form of a sarcophagus, the monument of *George R. McClellan*, bearing the delicately sculptured emblems of the order of Freemasons to which the deceased belonged. Behind Eddy's monument in

the divisions M and N of the cemetery, near the carriage road, is a great number of lofty monuments of once prominent Chicago citizens, among which, on the right, that of *Wood*, a sarcophagus of gray granite with a sitting female figure. Turning northeast, we see, on Northern ave., on the right hand *H. Ahrens'* monument, and a few steps farther the obelisk of *Perry H. Smith*, the highest monument in the cemetery.

On Dell avenue rises, on the left, the tall Corinthian column of *D. B. Shipman* with a well-modeled female figure, and on the right the miniature temple of *Wilson*, resting on four massive pillars, and having a cupola surmounted by a large oak. Farther to the left is the granite obelisk of *McKechney & Hill*, the second highest in the cemetery. On the left of this we see the beautiful and stately mausoleum of the *Taylor family*, in form of a small chapel. East of this lies the *Willowmere*, an artificial pond with a small island which, as well as the shores of the pond, display an exuberant vegetation. Openings in the foliage afford charming glimpses of the water and the landscape beyond. Following the Willowmere in northeasterly direction, we pass by a number of tombs. To the finest of these belong that of the *William H. Mitchell family*, surmounted by a female figure, and that of *Martin Ryerson*, built in Egyptian style out of massive blocks of polished granite. Both of these are situated at the southeastern end of the Willowmere.

From the south end of the Willowmere we enjoy the view of a very charming scenery. On the one side appears the water, reflecting in its clear surface the trees on its shores; on the opposite side gently rises a green slope with groups of trees and shrubbery. This division of the cemetery, *Bellevue*, is one of its prettiest parts. Each lot of this division is completely separated from the others and the rest of the world by a rocky, vine-covered wall and dense shrubbery, thus forming a peaceful retreat in the heart of the great city of the dead.

Southeast of this division is situated the *Chapel* of the cemetery, which is well worth an inspection. It is built in

Gothic style from red and green Waupaca granite. Under it is a well-arranged morgue. A few steps northeasterly from the chapel, on Western avenue, rises the monument of *William M. Hoyt*, perhaps the finest of the cemetery, representing an allegorical group—Faith, Hope and Love—on a tall pedestal of granite. Opposite this is a simple obelisk bearing a long inscription, indicating the resting place of the famous detective, *Allan Pinkerton*, who, among his other achievements, distinguished himself chiefly by saving the life of Lincoln in 1861. Passing thence eastward by the chapel, we reach, after an agreeable stroll through the newer parts of the cemetery, the gate at Buena Park Station and the pleasant building near by that contains the offices for the management of the cemetery, and is surrounded by magnificent pines. Thence we gain a very attractive view of the Hazelmere, a small pond encircled by dense shrubbery.

On the south the *German Lutheran Evangelical Cemetery* adjoins Graceland Cemetery, separated from the latter by Graceland ave. This burial place, commonly known by the name of "Wunder's Cemetery," in honor of the *Rev. Henry Wunder*, has an area of 14½ acres.

It is adjoined on the south by the Jewish burial place of the society *Chebra Gemilath Chasadim Ubikur Cholim*. This is of but small extent, and contains for the most part only simple graves with plain marble slabs.

Here are, besides, two other Jewish cemeteries, that of the *Chebra Kadisha Ubikar Cholim*, and the burial ground of the *Hebrew Benevolent Society*.

***Rosehill Cemetery.**—*Site:* Six and one half miles north of the Courthouse, and one and a half miles west of the shore of Lake Michigan. *Access*: 1st—By local trains of the Chicago & Northwestern RR., Milwaukee division, from Northwestern RR. Depot, cor. Wells and Kinzie streets (trip, 26 minutes; round trip, 40 cts.), to the entrance of the cemetery; 2d—By street cars, via Northside Cable Road (Clark street, or Wells, and city limits, change at Clark and Diversey streets), to the foot of the private driving road to the cemetery (reached in about an hour from the corner of Clark and Randolph

streets); 3d—By private vehicle, through Lincoln Park, and via Lake View ave., Barry street, Evanston ave. and Ridge street, to the cemetery.

This burial ground compares in beauty with the most famous in the United States. It extends between the tracks of the Chicago & Northwestern RR. and the Western avenue extension, covering, in the shape of a quadrangle, an area of about 500 acres, half of which is not yet laid out. The ground is that of a rolling prairie and rises from 30 to 40 feet above the level of the lake. Like Graceland Cemetery, this burial ground is laid out in landscape style, rivalling the former in the charm of its scenery and the beauty and costliness of its monuments.

Inspection.—Entering through the elegant gate, on the side of which are the offices of the cemetery, the visitor sees in the middle of the gently ascending road, a tall soldier's monument, representing a soldier with the flag standing on a slender column. The pedestal, which is adorned with reliefs and trophies, bears the inscription: *Our Heroes.* Round about this monument are a number of soldiers' graves with special monuments, whose inscriptions give a fragment of the history of the war. Taking the carriage road to the north, we reach, passing the beautiful mausoleum of *Charles K. Hopkinson*, the fine marble monument erected to the memory of the members of the *Voluntary Firemen's Division.* It rises in a rondeau in the middle of the road, and is adorned with the emblems of the fireman. Not far from it is a slender obelisk of gray granite, erected to the memory of *Harry Fox*, and a few steps thence, in northwesterly direction, one of the most remarkable monuments of the cemetery, commemorating *George S. Bangs*, the founder of the rapid mail transportation service in the United States, and representing, in sand-stone, a massive trunk of a tree, embraced by ivy; its top and branches broken by the storm. At the base of the monument appears a mail train, just entering a tunnel. We then pass the obelisk of *David* and *Cornelia Cole*, and that of *John Wentworth*, which latter is remarkable for its dimensions. Crossing thence the cemetery in a southwesterly direc-

tion, we pass the fine family vault of *Wright*, and come upon the shore of an *artificial lake*, near which rise the tall obelisks of *Amos Jerome Snell, William H. Ferry, Laflin, Goodrich* and other well-known citizens. That part of the cemetery situated farther to the west, is as yet uncultivated. Southeast of that portion the fine granite mausoleum of *G. Foreman* attracts, among the many sumptuous monuments the special attention of the visitor. Southwest, near the gate, is the *subterranean morgue*, and north of the entrance the extensive *green house*.

***Oakwoods Cemetery.**—*Site:* About seven and a half miles south of the Courthouse, bordered on the north by 67th street, south by 71st street, east by the tracks of the Illinois Central RR., west by Cottage Grove avenue, covering an area of 200 acres.

Access: 1st—By suburban trains of the Illinois Central RR., from the station at the foot of Lake street to 67th street in 35 minutes, round trip, 30 cents; or by special train to the entrance of the cemetery; 2d—By the Southside Cable Road, Wabash & Cottage Grove aves. (Oakwoods line), from corner of State and Lake streets to the cemetery in about an hour; 3d—By private vehicle over the South Park line: Michigan ave., Grand Boulevard, Washington Park, Cottage Grove ave. to 67th street.

Being laid out after the model of the famous Spring Grove cemetery at Cincinnati, it is provided with all modern appointments, and offers, with its many artificial lakes, groves and lawns, the numerous beautiful monuments and the fine carriage roads and foot paths, great attractions.

Inspection.—Entering through the simple gate at 67th street, we see on the right the granite building containing the offices of the cemetery, and on the left the dwelling of the superintendent. Behind the latter are the pumps which provide the cemetery with water. Near by the spacious *green houses* and diagonally opposite the *Chapel* overgrown with wild vine, and the *morgue*.

Following the main carriage road, we observe among the beautiful monuments that of *Conrad Seipp*, on the left. On

the right, a slope toward an artificial lake, with its quiet creeks, green islands and necks, affords an attractive picture. Further on we reach, on the left, the sand-stone vault of the family *C. W. Smith* and the mausoleum of the family *Strahorn*. Not far from that rises the obelisk of *Alfred Cowles*. At a little distance is the present border line of the cemetery. The whole lot adjoining it lies as yet fallow. Continuing on the same road, a group of shady trees is reached, marking the common grave of more than 6,000 Confederate soldiers who died as prisoners in Camp Douglas. Turning thence northwest, taking the alley to the right hand side of the bifurcation, we reach a part of the cemetery strewn with mostly plain but tasteful monuments, among which that of *William Hickling* is one of the finest. Turning to the left, we come, near the border line of the cemetery upon several remarkable monuments. The subterranean vault of the *Jennings* family, the mausoleum of *Borden*, made of polished granite squares, and a *soldiers' monument*, with the marble figure of a soldier leaning upon his gun and looking down upon about 60 graves of former inmates of the *Chicago Soldiers' Home*. On each side of the monument are two large gun barrels, and in the midst of the marble slabs marking the various graves rises a pyramid of cannon balls.

Further on, along the same carriage road in a southwestern direction, we reach a division of the cemetery that is taken up by a mass of single graves, simply marked by small, unpretentious stones.

There is in Oakwoods Cemetery a number of graves of the oldest settlers of Chicago, among which, in a remote corner, is that of *James H. Woodworth*, who was twice mayor of the city.

***Forest Home Cemetery.**—*Site:* Ten and one-half miles west of the Courthouse, adjoins south the cemetery Waldheim, and covers an area of 86 acres. *Access:* By Chicago & Northern Pacific RR., from Grand Central Depot, cor. Fifth ave. and Harrison street (see list of suburban trains); or by private vehicle, driving over Washington boul. and Madison street, or Ogden ave., and 12th street. A visit to the ceme-

tery may be combined with an excursion to the finely situated village of Riverside, returning thence over Riverside boul. to Chicago.

Comprising the finest part of the once famous Haase's Park, it is, although of small dimensions, one of the finest cemeteries of Chicago. This charming spot which had been used by the Indians long before the arrival of the Whites, offered such natural advantages that the gardener's task was easy enough. The so-called lawn system having been rigorously applied, marking the graves only by small stones, doing away with grave hills and enclosures, this cemetery makes the impression of a park.

Inspection.—Turning to the left from the elegant portal of the cemetery, the visitor first reaches a vault under a hill, serving as a temporary receptacle of bodies for which a lot is either being selected or prepared. Further on, on the long hill, are several beautiful family vaults. Opposite the temporary vault, and at a small distance from it, is the well-proportioned monument of *Edward G. Uihlein*, a little further on that of *C. H. Robinson* and *S. E. Hurlbut*, belonging to the finest monuments in the cemetery. Continuing on the same path, we reach the bank of the Desplaines River, which is spanned by a pretty suspension bridge whose head on the left bank is formed by the fork of a large double tree.

That part of the cemetery near the banks of the river is as yet uncultivated, being a shady grove with tall trees. Proceeding thence northwest, we come upon an artificial lake, which with its winding shores and a small island offers a charming picture to the eye. Not far from this is the part destined for separate graves.

Waldheim Cemetery.—*Site:* Ten and one-half miles west of the Courthouse. *Access:* See Forest Home Cemetery, immediately preceding.

It is bordered on the north by Harrison street and Forest Home Cemetery, east by Desplaines ave., south by 12th street and west by the Desplaines River, and covers an area of 80 acres. In point of beauty of arrangements it compares fav-

orably with the larger ones, although its trees are still quite young.

Inspection.—Following the main road from the entrance of the cemetery, we turn, after passing the two artificial lakes, to the left. We then reach at a distance of a few steps the graves of the five socialistic leaders who, November 11, 1887, died on the gallows in consequence of the encounter on Haymarket square. The simple marble monument at the head of the five mounds bears under the date the inscription: "*In memoriam.*" and the names of *Spies*, *Fischer*, *Parsons*, *Engel* and *Lingg*. The history of the unfortunates and their famous trial will be found in the pages devoted to the history of Chicago.

With this exception the cemetery has but few noteworthy monuments. There may be mentioned in the avenue running in a western direction, the monument of *Joseph Fischer*, a slender marble column crowned by an urn; the granite obelisk of *M. Gottfried*, and the red granite column of *J. L. Hoerber*. In the central part of the cemetery rises the stately monument of the *United Ancient Order of Druids*, bearing for its sole inscription the initials, *U. A. O. D.*; not far from this is the monument of the *Independent Order of Odd Fellows*. The cemetery contains besides a vault for the temporary abode of the bodies, situated on the main road; several family vaults, among which may be especially mentioned that of *Charles Hilcher*.

Calvary Cemetery.—*Site:* Ten and one-half miles north of the Courthouse, on the shore of Lake Michigan. *Access:* See list of suburban trains.

It is the oldest and most important Catholic cemetery of the city, situated on the beautiful driveway Sheridan Road. This beautifully laid-out cemetery presents a large number of elegant monuments. Especially noteworthy among these are the monuments belonging to the families of *John D. Tully*, *Charles J. O'Neil*, *Philip H. Murphy*, *W. Devine*, and that of the hero of Lexington, *Colonel James A. Mulligan*, and the sarcophagus of *J. A. Wolford*, and the beautiful family mausoleums of *R. M. Hooley* and *P. J. Sexton*.

Mount Greenwood Cemetery.—*Site:* Morgan Park, 14 miles south of the Courthouse. *Access:* See list of suburban trains.

Mount Olive Cemetery.—*Site:* Dunning Station, nine miles west of the Courthouse. *Access:* See list of suburban trains.

A handsome Scandinavian cemetery, laid out in landscape style, with fine trees, etc.

Mount Olivet Cemetery.—*Site:* Mount Olivet Station, 16 miles south of the Courthouse. *Access:* See list of suburban trains.

St. Boniface Cemetery.—*Site:* North Clark street, cor. Lawrence ave. *Access:* Northside Cable Road.

A German Roman Catholic Cemetery.

A number of smaller Jewish cemeteries are located near the larger ones we have described.

NEAR WALDHEIM.—*Ohavey Emunah Cemetery; Moses Montefiori Cemetery; Free Sons of Israel Cemetery; Cemetery of the Congregation of the Northside; Austro-Hungarian Cemetery.*

NEAR OAKWOODS.—*Beth Hamedrash Cemetery; Ohavey Sholom Cemetery.*

NEAR ROSEHILL.—*Sinai Congregation Cemetery; Zion Congregation Cemetery.*

Another Jewish cemetery is located at North Clark street and Belmont avenue, *Anshe Maariv Cemetery*, to be reached by the North Clark street cable line.

PULLMAN BUILDING,
Adam Street, S. W. Cor. Michigan Avenue.

X.

Charitable and Benevolent Institutions.

The number of charitable associations, asylums, hospitals. etc., in Chicago, is very great. Nearly every form of human suffering or want can find a place for its remedy. A large part of these associations, however, have a strictly national character, or are in some way connected with lodges, unions, etc., and therefore beyond the range of this book. Following are the more prominent associations:

1) AID SOCIETIES:

Chicago Aid and Relief Society.—*Office:* 51&53 LaSalle st. This is the foremost charitable society in the city. Founded in 1857, it has amply justified its existence, was the administratrix of the large sum of $5,000,000, which was contributed in 1871 for those who suffered from the Chicago Fire (details in the 'History of the City'), and has won universal confidence by its rational administration of the great gift.

The *resources* which it distributes are derived exclusively from voluntary contributions. The special excellence of the association lies in its cautious distribution of the gifts entrusted to it. Emanating from the principle that the indiscreet exercise of charity is only an encouragement of laziness, poverty and vagabondage, that doing good is not an affair of the feeling but of judgment, the society has drawn narrow and definite limits for its activity. A number of experienced investigators under the direction of an elected superintendent most carefully examine every individual case, and seek to determine whether it is due to unavoidable misfortune or to aversion to work.

It is the plan of the society, especially, to assist the worthy poor, and to consider only cases of a temporary character; and on the other hand, to leave the cases that require continuous or peculiar assistance, to the care of the city poor house, the county authorities, the numer-

ous other charitable institutions and aid societies of the various nationalities.

A few extracts from the annual report of the society for 1889 will serve to illustrate its principles and practice:

"INFORMATION ACQUIRED CONCERNING THE CONDITION AND WANTS OF THE POOR OF CHICAGO."

The general condition of the poor in this city is not materially changed within the last few years. We wish to emphasize the fact that the percentage of what is known as the dependent classes or those requiring aid more or less constantly is less here than in any other great city. The average ability and disposition of our people to be self-supporting, and the proportion of those who are actually so or very nearly so, will compare favorably with any city in this or any other country. The number of tramps and beggars on our streets is comparatively very small. The number of unemployed persons of our resident population is never as great as generally supposed. A few vagrants who roam the streets or visit the homes of our citizens, usually in the evening, asking for something to eat or means to procure a lodging—two or three dozen strolling street singers and musicians—a few little girls who go about the avenues with baskets picking up cold victuals—a few hundred idle men besieging the employment offices give the impression to a casual observer that the city is full of beggars and idle men. It must be remembered that many of these idle persons never work unless they can get an easy job at full wages; many others live by their wits or prey upon society, hanging about free lodging houses and lunch rooms or gathering in squads, gazing at those who are employed. If in addition there are five thousand men inquiring at shops and stores really anxious for honest employment it would give the impression that half the men in the city were out of work. The extravagant and unwarranted statement too often made that thirty or forty thousand honest citizens are out of work is reckless and untrue. At the worst a large proportion of the unemployed are single men and transients who come pouring into the city when navigation closes or work fails in the country. Not a few abandon their families in other cities, throwing them upon charity while they go roaming about the country, passed from one place to another by charitable persons or societies.

Many of those who swarm the County Agent's office, basket in hand, and besiege every Charitable Society upon the slighest provocation—often supplied with letters and endorsements from respectable

people, who too often give them in order to get rid of the applicant of whom they know nothing—are the paupers, adventurers and impostors. Always prominent and ever present, they are in fact a small portion of the population, easily identified and resisted. None of the above are to be included in our estimate or treatment of the respectable, usually self-supporting poor.

Some kind-hearted people think that the office of charity is to give to everybody all they ask for. This would put a premium upon fraud and laziness and increase pauperism and vagrancy.

On the contrary the prevention is to deny all who can and therefor ought to help themselves, and to give only in kind and measure as will prevent actual suffering, teaching all persons that it is easier to earn their own living under ordinary circumstances than to depend upon charity.'

The money for distribution in 1890 reached the sum of $44,296.25.

The **German Society.** – *Office:* 49 La Salle st.

The German Society is an association that especially interests itself in Germans arriving in Chicago, and endeavors to assist them in every possible way.

It seeks to protect the new arrivals against abuse, fraud and extortion, by moral influence and when necessary by legal methods; to be helpful to them in securing work or continuing their journeys, to restore lost baggage, to assist the sick with gratuitous medical assistance and medicines; and to give to poor and needy resident as well as immigrant Germans as much material assistance as the resources of the society will warrant.

Among German immigrants are understood to belong not only those who come from Germany, but all who are of German extraction. As far as the powers and resources of the society warrant it, the assistance described above is given also to Germans already resident in the United States, and to immigrants who come from the countries bordering on Germany and find no other protection here, especially Swiss, Dutch, Bohemians, Poles and Hungarians.

The society is supported by the voluntary subscriptions of its members, among whom are to be numbered nearly all the influential Germans in the city; and it possesses considerable property of its own. The expenditures for the year 1890 were $14,078.12.

The **United Hebrew Charities.**—*Rooms:* 50 and 52, 161 La Salle street.

This is the most prominent Jewish charitable association in the city. It supports a charitable institution and the 'Michael Reese Hospital' (mentioned in another place), which is open to the sick of all confessions.

The very great influx of Jews in recent years makes large demands on the resources of the society. From October 1888 to October 1889, no less than 2,700 applications for assistance were made, of which 1,366 were considered.

The annual report of the society characterizes its difficult position as follows:

During the last twelve months two thousand four hundred and sixty residents, and two hundred and forty strangers, applied for assistance; total number of applicants, two thousand and seven hundred. Residents assisted, including two hundred and ten new comers, twelve hundred and eighty-five; strangers assisted, eighty-one; total number of assisted cases, one thousand three hundred and sixty-six, nearly a hundred more than in the previous year. Fifty-seven residents received transportation to other cities or countries at an expense of $849.70.

The sanitary condition of our poor is very discouraging. In the over-crowded districts, described to you again and again, sickness prevails to an alarming extent, and matters are getting worse every day. Owing to the obstinacy of these people to cling to this district, only a few removals to healthier quarters have been effected during the year; and of the new Russian or Polish immigrants, at least 90 per cent. flock to the same localities. We know full well what attracts these masses, and it is high time for the adoption of stringent measures to abate the crying nuisance. Further indulgence will put matters beyond control.

The **Illinois Humane Society.**— *Office:* No. 43. Auditorium Building, Wabash ave. front.

The Illinois Humane Society has for its theoretical task the defense of the principles of humanity in their widest sense; and for its practical task, the suppression and punishment of cruelty to children and animals.

The society employs three agents, one of whom is stationed at the Stock Yards, to represent its interests there. Complaints, either in person or in writing, are received at the above-mentioned office between eight o'clock in the morning and six in the evening. All information is kept strictly confidential.

The society owns a little property; and from the income of this, the proceeds of the fines inflicted by the city on complaints of the society and from the contributions of members, most of them prominent citizens, the expenses are paid. The society appeals to the public for larger support, and richly deserves recognition.

The work of the society can be judged by the following figures:

In the year ending April 30th 1889: Complaints investigated 1631; children rescued, 1238; children put in charitable institutions, 502; horses rescued reprimand of drivers, 317; horses ordered laid up from work, 75; horses removed by ambulance, 112; disabled horses shot, 133; persons prosecuted, cruelty to animals, 51; persons prosecuted, cruelty to children, 22.

b) ASYLUMS.

Cook County Insane Asylum.—*Site:* Dunning. *Access:* See 'List of Suburban Stations'.

The Insane Asylum is a three story building, 400 feet long, with a four story central structure.

The asylum contained in 1890: 1080 insane people (512 men and 568 women), who were quartered in the different sections of the building, the sexes being kept separate. Separate apartments are devoted to each class of patients, the harmless, the curable, the mad, the sick, etc. The institution is over-crowded; but the four two-story buildings that are now approaching completion will relieve the present condition.

Cook County Infirmary.—*Site:* Near the Insane Asylum described above, constituting a complex of ten buildings in Gothic style, with a front of 460 feet.

The poor-house, which can accommodate nearly 1200 inmates, is nearly always deplorably overcrowded, mostly by such as are completely overcome by poverty. According to the reports of the managers, there is a very frequent change of quarters, on the part of the inmates, between the Insane Asylum and the Infirmary. Insane people who have recovered move to the poor-house, and paupers who have become insane are removed to the asylum. Surely the inmates of the two institutions are to be numbered among the most pitiable of the city's inhabitants.

St. Vincent's Infant Asylum and Maternity Hospital. *Site:* 191 La Salle ave., cor. Superior st., is an institution,

founded and conducted by the Sisters of Charity; it has been established for the care of infants and children under five years of age, who can be reclaimed by parents or friends at any time, unless they abandon them or desire to give them up for adoption.

The building is capable of accomodating 200 children. It is provided with a perfect system of ventilation, all modern improvements, and is heated by steam, making it altogether one of the finest institutions in the Union. Two spacious rooms on the first floor, each 30x40 feet, are devoted to playroom and Kindergarten purposes, and the exercise there obtained is supplemented by recreation on the large balconies attached to the playroom.

St. Vincent's Infant Asylum and Maternity Hospital.

There are also large nurseries where mothers are accommodated with their infants, free, on condition that each woman will nurse another infant.

Arrangements can also be made to have infants wet-nursed.

A portion of the building is fitted up as a lying-in department, which is entirely private. Patients can be accommodated according to their means.

In the wards the terms range from $5.00 to $8.00, and in the private rooms from $10,00 to $20.00 per week, according to the room selected.

Old People's Home.—*Site:* Indiana ave., near 39th st. The home, founded in 1861, affords shelter to elderly women without means. There are at present 74 inmates in the three story building which is calculated to receive 80.

Conditions for admission are a good character, age of 60 years (exceptionally 55) $300 entrance fee and furniture for the room to be occupied by the applicant.

The home, being richly endowed, rests on an excellent financial basis. Prominent business people contribute, further, to the support of the institution by giving annual donations. A committee formed by thirty ladies of the wealthy class provide the inmates with suitable reading matter and endeavor in every respect to render their sojourn in the home as enjoyable as possible.

Chicago Nursery and Half Orphan Asylum.—*Site*: 855 North Halsted and 175 Burling sts.

The institution takes care of orphans and of the children of poor women in order to give the latter an opportunity for going about their work.

The children are schooled and instructed in handiwork. Only girls under 12 and boys under 10 years are admitted. Girls are discharged from the institution at the age of 14 years, boys at 10.

The average number of children at the asylum is from 130 to 150. The institution is supported by members who pay an annual contribution, by charitable gifts and, chiefly, by the revenue from its numerous endowments.

The asylum is open to visitors: on Tuesdays, Wednesdays and Thursdays, from 10 a. m. to 4 p. m.

Uhlich's Evangelical Lutheran Orphan Asylum.—*Site:* Center and Burling sts.

This orphan asylum, consisting of several buildings, stands on grounds of considerable extent, which furnish ample play-grounds for the children.

In 1889, at the same time that a new building was erected, the old ones were thoroughly overhauled; and now the institution can take care of 160 children. The number at present is, however, only 85.

The asylum owes its existence to an endowment established by the old settler, C. J. Uhlich, who in 1867 gave for that purpose a piece of ground containing 48 lots on Wentworth ave. and La Salle street. To this there was later added a supplementary gift of $24,000 from the Chicago Aid and Relief Society.

Chicago Home for Incurables.—*Site:* Cor. Ellis avenue and 56th street. This institution has been in existence since

1881, and now occupies (since March 1890) a new building, well adapted to its purposes.

It is designed to care for the worthy poor of Cook County, who are afflicted with an incurable disease, and can accommodate 150 patients. Inmates May 1891: 77. The institution is mainly supported by voluntary contributions.

Newsboys' and Boot-blacks' Home. – *Site:* 1418 Wabash ave.

The purpose of this institution is to furnish newsboys, boot-blacks, and other homeless boys a temporary stopping place, as well as to be helpful to them in their search for work.

It entertains, during the year, nearly 1000 boys, and lodges, on an average, 150 of them. The charge for supper, lodging and breakfast is 15 cents; sometimes boys are entertained without charge. An evening school is connected with the home.

The Illinois School of Agriculture and Manual Training for Boys.—*Site:* Glenwood; *Access*: by the Eastern Illinois Railroad; *Ride:* 74 minutes; *Round Trip*: $1.42.

The institution stands on an elevation and consists of seven buildings arranged in a semi-circle; a principal building and to the right and left of it cottages built in Gothic style. Each of these cottages, substantially and neatly arranged within, contains six sleeping rooms, besides school-rooms, etc.

There are at present 150 pupils; and the institution is conducted on a plan very similar to that of "St. Mary's Training School for Boys", which is elsewhere fully described.

The Chicago Orphan Asylum.—*Site:* 2228 Michigan ave.

Although being a protestant asylum, children of all creeds are received in this home whose aim it is to bring up and generally assist destitute children.

A school and a kindergarten are connected with the asylum. The children are either given away for adoption, or sent into apprenticeship, after they have reached their twelfth year.

The home has accommodations for 250 children, and is most of the time taxed to its full capacity. It is supported by the income from real estate owned by it, by bequests and voluntary contributions.

House of the Good Shepherd.—*Site*: 340 North Market street, Hill, Sedgwick and Elm streets. The house of the

good shepherd, occupying the entire block between the streets named, is an asylum for fallen girls.

The large four-story brick building which was erected in 1872, lies opposite St. Joseph's church and is surrounded by a lawn. The reception rooms and parlors are in the projecting central structure, and the two wings, together with the low addition on the south-east corner, shelter the inmates and the thirty sisters who are in charge of the asylum.

Over the entrance to the central building is, on the level of the second story, a niche with a pointed arch, containing the figure of the good shepherd.

The institution, besides clothing, feeding and sheltering the inmates, procures suitable positions for them. Their number is, on the average, 350.

The **Foundlings' Home.**—*Site*: No. 114 South Wood st. It was founded in 1871 and has from that time until now received 6000 foundlings, about 1200 of whom were given away for adoption and about 1500 restored to their parents or friends.

Childless couples may adopt children from the home. They are not, however, given away unconditionally. Unless the children be properly taken care of, they must be returned to the home.

Of 56 children received in 1889, 33 were brought to the home by their mothers who promise upon making an application for their children, to leave them at the home for a month. After this time the mother may either take it home again or leave it at the home for adoption. In the latter case she renounces all rights to the child.

Of the 56 children mentioned, there were in March 1890, 55 adopted (25 boys and 30 girls). The demand for girls is greater than that for boys.

The home, not receiving any funds from the community, is wholly supported by voluntary contributions, some of which are given by former inmates.

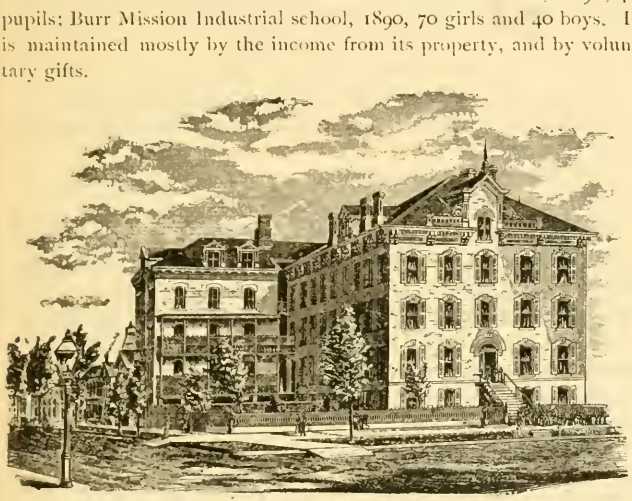
Chicago Home for the Friendless.—*Site*: 1926 Wabash ave. The Home of the Friendless is one of the oldest charitable institutions in the city, having been in existence since 1858.

The buildings consist of a neat four story principal structure, and additions. They contain about 100 rooms: work-rooms, bed-rooms

school-rooms, play-rooms, children's rooms, bathing and wash-rooms, sick-rooms, a dispensary, etc.

The object of the institution is to afford protection and employment or assistance to worthy destitute women and children, until other and permanent homes and means of support can be secured to them.

The institution has several schools: the Home School, 1890, 40 pupils; Burr Mission Industrial school, 1890, 70 girls and 40 boys. It is maintained mostly by the income from its property, and by voluntary gifts.



Home of the Friendless.

Girls who enter the home at or above the age of twelve years may, with the approval of the Home Industrial School Committee, be assigned to the "Industrial Class." The girls of this class are trained in the various branches of household work, including cooking, sweeping and dusting, making of beds and laundry work. They are also taught to sew and mend neatly, and to cut and make their own dresses and underclothing. It is the aim of the board that every girl who enters this class shall receive such training in these various departments that she will, on leaving the home, be competent to secure a first-class position at service in a good family.

In addition to being so trained, these girls are taught in the Home School reading, writing, arithmetic and geography. If any member of this class shows talent for any special branch of study, in

music, art or science, which by cultivation will enable her to take a higher place in any other department of labor, she may with the approval of the Reference Committee, have the opportunity to develop that talent.

It is the policy of this institution to retain in the home the girls belonging to this class until they are capable of self-support, except in cases where it is deemed wiser by the Reference Committee and Industrial Girls' Committee for them to go to permanent homes.

The institution does not accept foundlings.

The Home for the Friendless is under the supervision of a Board of Managers, representing the various protestant churches of the city.

Produce of every kind, clothing—especially for children—and money always needed.

The number admitted to the home during the year has been: Adults, 711; children, 724; total, 1,435.

Washingtonian Home.—*Site:* 566 to 572 West Madison st., cor. Ogden ave. This is a correctional institution for drunkards and opium eaters. The asylum located in a stately five story building, accommodates about 100 patients and contains, besides the hospital, rooms designed and specially arranged for delirious patients., rooms for the amusement and entertainment of the convalescents, and a complete household.

The inmates usually pay a small fee; although in special cases they may be admitted free. The asylum is supported by an annual contribution of $15,000 by the city, (the money coming from public bar licenses), and by about an equal sum received from the inmates, by store-rents. interest of bequests etc.

Good food and appropriate treatment, are the means employed for curing the patients.

The attendants endeavor by frequent lectures and amusements to restore to the patients confidence in themselves and self-esteem.

The asylum being taxed far beyond its capacity, the treatment of the patients must be shortened to 20 days, and thereby loses its efficiency. To relieve the present strain, the authorities are planning a considerable enlargement of the home and recommend the exclusion of criminals and the transfer of incurable drunkards to a special asylum.

The home publishes a monthly sheet, called 'The Washingtonian'. The statistics published therein give the following information:

AGE, NATIVITY ETC., OF INMATES.

Between 15 and 20	15	Between 50 and 60	184
Between 20 and 30	285	Between 60 and 70	58
Between 30 and 40	552	Between 70 and 80	7
Between 40 and 50	395		
Total			1,496
Single			628
Married			793
Widowers			75
Total			1,496
Total born in the United States		868	
Total foreign born		628	1,496
Residents of Chicago			1,369

Industrial School for Girls.—*Site:* South Evanston. *Access:* See 'List of Suburban Trains'.

The purpose of the institution is to care for poor and neglected girls wherever found, whether on the streets or in the county poor houses; but ruined girls, and such as have already served a sentence of imprisonment, are excluded.

The institution is controlled by women, of whom one is appointed by the state for each of the twenty congressional districts. It is their duty to seek out the girls, in their respective districts, who are without proper control and care, who are without a real home and wander about on the streets and highways idling and begging, and are surrounded by evil influences.

A lady superintendent and a number of teachers give the girls instruction in all household accomplishments: sewing, dress-making, washing and ironing, and in special manual arts if there is a special talent for them. And there is given regular school instruction and instruction in vocal music. The older girls are held to take a part in the household affairs. The girls find a home here until the age of eighteen years, if they are not sooner returned to relatives or placed in families.

St. Mary's Training School.—*Site:* Feehanville, Cook Co., Ill. May be reached by Wisconsin Central R. R.

This institution offers neglected children a home and endeavors by judicious treatment, by giving them instruction and providing suitable occupation for them, to make them useful members of society.

There were at the close of 1890, 299 boys at the school, of whom

110 were sent there and supported by Cook county; 2 were transferred from and supported by neighboring counties; 75, for the most part unmanageable boys, were sent to the home and supported by their parents, and 112 were supported by the institution.

Although there has been of late much discussion about the establishment of a municipal industrial school, in which the youths who are frequently still susceptible to improvement, would no longer be exposed to the evil influence of the older and confirmed inmates of the county jail and house of correction, but might be elevated physically, morally and intellectually, the project has not been realized because it is feared that the practical results gained by keeping the youth

Washingtonian Home.

in the school for the short period of his term, could in no wise compare with those reached by the Feehanville institution where the inmates stay for years and where his thorough correction is aimed at.

A boy sent to the Feehanville school is first cleaned and then assigned to his place. For the first days he may enjoy himself on the play grounds in company with the other 300 boys. After having had time to choose a trade, he must work at it regularly in the hours not assigned to instruction or recreation. The boys learn printing, tailoring, cabinet making and horse-shoeing. A part of them are employed on the farm, which is 440 acres large, in the bakery, creamery, poul-

try-yard and in the stables. Almost everything needed for the boys themselves and for the institution is produced by the inmates. They make their own shoes, clothes and bedding, and they do all the carpentering and painting, and all the work in the laundry, bakery, creamery, poultry-yard, farm and garden. The neatly printed annual report of the school, set up by the pupils, gives a complete description of their activity.

The institution, which is composed of a number of extensive buildings, is at present unable to meet the requirements placed upon it, and therefore addresses itself to public charity for the necessary funds. It certainly deserves hearty support.

German Old Peoples' Home.—*Location:* Altenheim, Ill. (see Suburbs.)

The object of the association is to maintain a home for aged Germans in needy and destitute circumstances.

The admission is conditioned as follows: the applicant must have reached the age of 60 years; must give evidence of good character; must be incapable of self-support, free from chronic diseases, and a resident of Cook county; and must assign his (or her) property and any future inheritance to the *Altenheim*. Such as are without property are received on one payment of from $200 to $300.

In return, those who are accepted are assured of a healthy home, good food, the necessary clothing, care and nursing until the end of life, and a decent burial, besides the payment of interest until death on the property that has been assigned to the institution.

The association consists of gentlemen and ladies among whom many of the most prominent German citizens of this city, of whom some have made various large contributions.

In November, 1889, the inmates numbered 24 men, 24 women and six married couples. The property of the association amounts to $45,000. The expenses of the establishment are paid from the income on this property, from voluntary contributions and from the receipts at Altenheim. The institution owes its prosperous condition mainly to the untiring efforts of Mr. *A. C. Hesing*.

Martha Washington Department of the Washingtonian Home. *Location:* in the suburb Lake View.

This branch does for female inmates what the mother institution does for its male inmates. Several buildings on a large lot dotted with trees and adorned with flower beds, offer rooms simply and elaborately furnished according to the means of the patients. There is also a sewing and a reading room. The sojourn in the country

and the judicious treatment the patients receive at the hands of the attendants, are very favorable to their improvement.

Chicago Home for Incurables.—*Location:* Cor. Ellis Ave. and 56th St.

The home, in existence since 1881, is in a new building, which it occupies since March, 1890. It has a total capacity of 150 patients.

Erring Woman's Refuge.—*Location:* 5024 Indiana Ave.

The fine three story building, with four wings, was first put to its present use in the fall of 1890.

It contains a *chapel*, *library*, *gymnasium*, *hospital rooms* and everything necessary to a complete home establishment. The institution was established for the protection, care and reform of fallen women who may voluntarily apply for admission or who are committed to it by law. The inmates, numbering 100 in 1891 (of which 43 were 16 years old or under,) are required to do household work, sewing, etc. A part of the support of the institution is derived from the fines imposed by the city on women of their class.

3) HOSPITALS.

Cook County Hospital.—*Location:* Cor. West Harrison and Wood Sts.

The large buildings and grounds of the Cook County Hospital form the centre of a regular medical district. Not fewer than six colleges and hospitals stand opposite the sides of the Cook County Hospital and have connections with it, while the hospital itself has developed within 25 years, from small beginnings into a model institution of its kind, the fame of which is firmly established not only in Chicago and the Northwest, but throughout all America.

The hospital buildings stand on a rectangular, 12 acre plat, bounded by West Harrison, Wood, West Polk and Lincoln Streets. They form an extended group of several-storied structures connected by covered ways and partly surrounded by plats of ground. They are grouped in the form of a cross, the arms of which are the already mentioned covered corridors, with which the different buildings are connected. The material is pressed brick and light colored stone.

The principal front on West Harrison Street has the main building as its center. This is the Administration Building, about which the others are grouped. This five story outstanding structure makes a marked impression. Its tower built out at its front-center, and overtopping it, with its flight of steps and the portal, is a striking piece of architecture.

In the first story of this tower are the elevator and the entrance

to the Administration Building. The latter contains, on the ground floor, the office of the hospital, the custodians' rooms, examining rooms for patients, the drug room, coroner's room etc. The next floor contains the office of the warden and other offices. On the south side of the Administration building there is a two story addition, which contains the bath rooms, wash room etc., on the first floor. The upper story contains the Amphi-theatre with 600 seats, where the medical lectures and surgical demonstrations for the students of the surrounding institutions are given; and the richly furnished instrument room, the microscopic laboratory and the nurses' office.

From here a covered way leads to the building in the rear, which contains the *kitchen*, *bakery*, *laundry*, *electric lighting machines*, and *dining rooms*. The two upper stories of this building contain the rooms of the hospital servants. The patients' kitchen is divided into three sections, for milk diet, general patients' diet and common diet.

The two pavilions to the east and west of the Administration Buildings have each 14 carefully ventilated wards, for men, women and children; each ward has 42 beds. The cleanliness of the institution deserves special mention. It is heated throughout by steam and lighted by electricity.

This hospital is the only institution in Chicago which receives all patients without regard to race or religion and free of cost; chronic cases however are turned over to the County Infirmary.

On visiting days, Wednesdays and Sundays, the patients have all sorts of delicacies brought to them by their friends, though the quality of these things frequently falls below that of the substantial hospital food.

The hospital has an average of 500 patients, and a staff of 200 physicians, nurses and employes.

Chicago Emergency Hospital.—*Location:* 194 Superior st.

The purpose of this hospital is to receive patients that have sickened or been injured suddenly, and whose condition will not permit their transfer to the more distant hospitals.

Mercy Hospital.—*Location:* Cor. Calumet Ave. and 26th St.

This hospital, conducted by the Sisters of Mercy, is the oldest and largest in the city.

The building consists of a basement and three stories; and contains an amphi-theatre, wards for male and female patients, and the

other usual hospital rooms and arrangements. The patients are assigned to particular departments, according to the nature of their diseases. In the medical department, all ordinary diseases are treated, except those which are contagious; the latter are not admitted. In the surgical department, all patients requiring surgical operations are treated, as well as other surgical cases, including deformities, spinal diseases, joint diseases etc.

Paying patients are received for from $7 to $15 a week, according to rooms etc., without distinction on account of race or religion. This includes board, medicines and nursing. However charity patients are also received.

The *Chicago Medical College* is located near by, and is closely connected with the hospital. The capacity of the hospital is 300 patients. The numbers for 1890 were as follows: patients paying full, 635; patients paying partly 600; charity patients, 285; total, 1,520.

The Presbyterian Hospital.—*Location:* S. E. cor. Congress and Wood Sts.

This is the largest and finest hospital building in the city.

It adjoins Rush Medical College and forms part of the so-called medical district. The internal arrangements of the hospital, which was built in 1884, are modern throughout, and exceedingly well adapted to its purpose.

About a fourth of the patients are charity patients. The number of patients in 1889 was 1351; average number of inmates, 140; capacity of the hospital, 250 patients.

With the wings, the hospital has cost nearly a quarter of a million of dollars.

The hospital, although under the direction of the Presbyterian Churches of Chicago, has been constructed and furnished by interested friends for the purpose of providing medical attendance and care for the sick, without reference to religious belief or race.

It is open for the treatment of general as well as special medical and surgical diseases. Contagious diseases are excluded.

U. S. Marine Hospital.—*Location:* N. E. of the crossing of N. Halsted St. and Graceland Ave., in the former suburb Lake View, (now part of this city).

Access: North Chicago City Limits Cable, connecting with horse car line on Evanston Ave.

The U. S. Marine Hospital, about five miles North of the Court House, has existed in its present form since 1873. It is very favora-

bly situated near the lake shore in quiet and beautiful surroundings. The extensive structure has a length of 340 feet, is built of yellow Illinois lime stone and consists of a four story central section with two three story wings terminating in verandas.

In the central part are the office, a *dispensary*, *instruments* and *operating room* etc., in the wings *six sick chambers* (surgical and medical wards), which have a capacity of 150 patients. The *hygienic conditions* are excellent, all rooms being well lighted and ventilated

The whole establishment cost nearly 500,000 dollars.

The beneficiaries of the U. S. Marine Hospital, are those "employed in the care, preservation, or navigation, of any vessel of the United States." Special provision is made for seamen taken from wrecks, and those of the various Government services.

Sick and disabled seamen whose diseases and injuries are of such a nature that they can properly be relieved by medicines, dressings, or advice, without admission to the hospital, are treated at the Marine Hospital Dispensary.

The number of patients treated in this hospital since its opening to January, 1891, is 10,830; and 34,463 in the dispensary.

The hospital is in charge of a staff of medical officers of the Marine Hospital Service, who are commissioned by the President of the United States, and subject to change of station.

The attendants are selected with a view to their proficiency, and their appointments are free from personal or political influence; they are uniformed, and a strict observance of rules required of them.

The expenses of the hospital are paid with money derived from the general tonnage tax collected from vessels returning from foreign ports, and no money is expected or received in any way from patients admitted.

The hospital is open at all times to visitors interested in its construction or management, and to the friends of the patients.

Alexian Brothers Hospital.—*Location:* 539-569 North Market St.

The hospital is conducted by the order of the Celite or Alexian Brothers, founded in the 14th century to check the distress caused by the plague raging at that time.

The order is only intended for the nursing of the sick, taking care of lunatics and the burial of the dead.

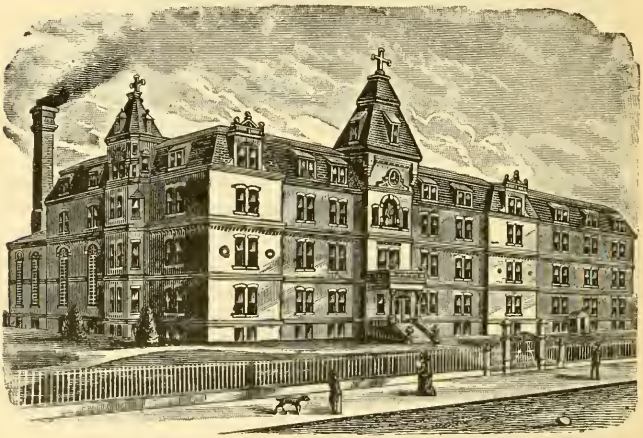
The hospital is for men only, but at the dispensary both men and women are treated, the poor always free of charge.

The hospital is constructed on the best sanitary principles, and

has all the modern improvements of a first-class hospital. It is divided into private rooms and general wards adapted to the treatment of surgical and medical cases, which are in the hands of an able and skillful staff of physicians and surgeons. The nursing and general housework is done by the Brothers, who devote their whole time and ability to the care of the sick.

The patients are admitted without reference to their nationality or creed, the poor always free of charge.

The institution is *entirely charitable*, as the income from the pay patients is applied only to the wants of the poor, and there is absolutely no salary whatever paid to anybody connected with the institu-



Alexian Brothers Hospital.

tion; besides this, the Brothers depend entirely on the generosity of the public for the support of the institution, and the records show that the citizens of Chicago and vicinity answer generously the calls of the Brothers for such a noble cause.

The number of persons cared for during the year is about 1,500. The building is a long, handsome four story structure with wings, and makes with its well kept grounds an agreeable impression.

German Hospital.—*Location:* 754 and 756 Larrabee St. *Access:* Lincoln Ave. Cable Cars.

The German Hospital seeks to provide a refuge for Ger-

mans of both sexes without distinction of sect, who are sick or have suffered injury.

The hospital has a handsome building of its own, with room for 85 patients. The arrangement and furnishings of the hospital are thoroughly modern.

Pay patients are received for $5.00 per week; in private rooms for from $8.00 to $15.00 per week. Free treatment is provided for patients without means. Contagious diseases are not received. Congregations, societies, associations or individuals can endow a free bed, by a single payment of $100, which bears the name of the donor and admits one patient free for five years. A payment of $500 is a perpetual endowment for one bed.

Chicago Hospital for Women and Children.—*Location:* West Adams St., N. W. Cor. of Paulina St.

The hospital facing Paulina Street, is a handsome four story brick structure, with basement and mansard roof. There is room for eighty patients. The institution receives women approaching confinement, as well as women and children suffering from diseases that are neither incurable nor contagious. Patients who are unable to pay for treatment are admitted upon recommendation of the Relief and Aid Society or one of the directresses. It also undertakes the training of nurses.

The management of the hospital is in the hands of a number of prominent women of the city; and the physicians and personnel of the hospital are also exclusively women.

Michael Reese Hospital.—*Location:* Cor. 29th St. and Groveland Park Ave.

The hospital is a three story structure consisting of a principal building and two wings. It is excellently arranged and owes its existence to an endowment by *Michael Reese* whose name it bears.

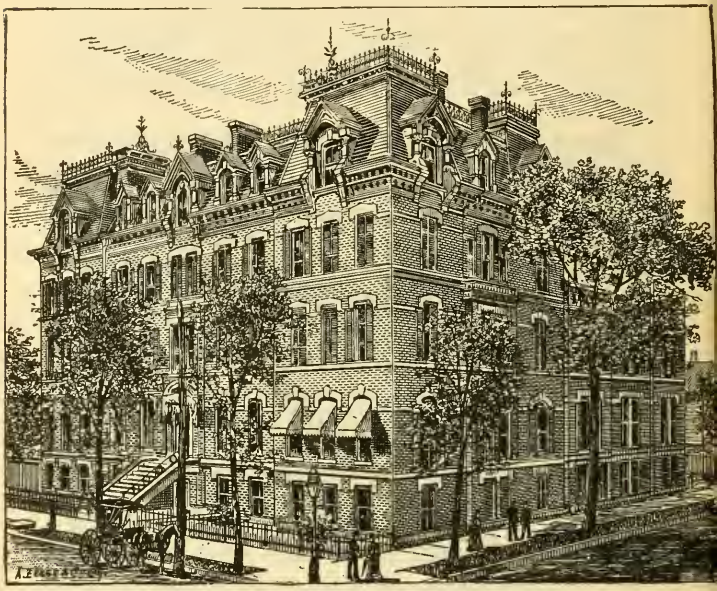
Although it is a Jewish institution, patients of all religions are admitted. None of the nurses at present are Jews. Of the 582 patients for the year 1889, only 276 were of the Jewish faith. A free dispensary for the poor is connected with the hospital.

Illinois Charitable Eye and Ear Infirmary.—*Location:* N. W. Cor. Adams and Peoria Sts.

This is an institution supported by the state for the purpose of providing the poor with eye and ear treatment free of cost.

The large four story structure is well arranged for its purpose,

but is old, and far too small; so that a new building and the removal of the hospital are now in view. The attending physicians, among them the best specialists in the city, receive no pay for their services. The total number of patients treated at the infirmary during the years 1889 and 1890, was 1539, with an average at any one time of about 140; cases treated in the dispensary 10,090; operations performed on eye, 1559; and on the ear, 73.



Illinois Charitable Eye and Ear Infirmary.

Augustana Hospital.—*Location:* 151 Lincoln Avenue. *Access:* Lincoln Ave. Cable Cars.

The hospital is an isolated three story wooden building, with accomodations for 17 patients.

It was founded and is supported by the Swedish-Lutherans of the city. Patients are admitted to the wards at $6.00 per week and to private rooms at from $10 to $15 per week.

The Lincoln Park Sanitarium.—*Location:* Lake Shore, North of Fullerton Ave. Pier.

The purpose of the Sanitarium, an open hall built out

South Division High School, Twenty-sixth St., cor. Wabash Ave.

upon the lake, is to furnish pure air to weak and sickly children.

The structure is directly over the water, being erected on a great platform, 90 feet wide, projecting into the lake over two hundred feet, and supported by substantial piles. The broad roof with overhanging eaves covers a floor space of nearly eighteen thousand feet, over which hundreds of infants' hammocks may be seen swinging in the hot season.

The wide *verandas* and the *open-air court* at the lake extremity furnish accomodations for the mothers and the older children.

At the shore end are grouped the necessary offices. On the right of the entrance is a commodious *reception room*, from which the guests pass to the doctor's office for examination and for medical attention when required. Thence the guests are registered in the office and the matron gives them in charge of trained nurses, who will assign them suitable quarters, provide hammocks, chairs, etc. The *matron's room*, communicating both with the office and the physician's room, is a large dormitory for the care of critical cases which it may be necessary to keep over night.

On the opposite side of the entrance is the *kitchen*, with pantries and storerooms, and beyond is a range of *bath-rooms*, *closets*, etc.

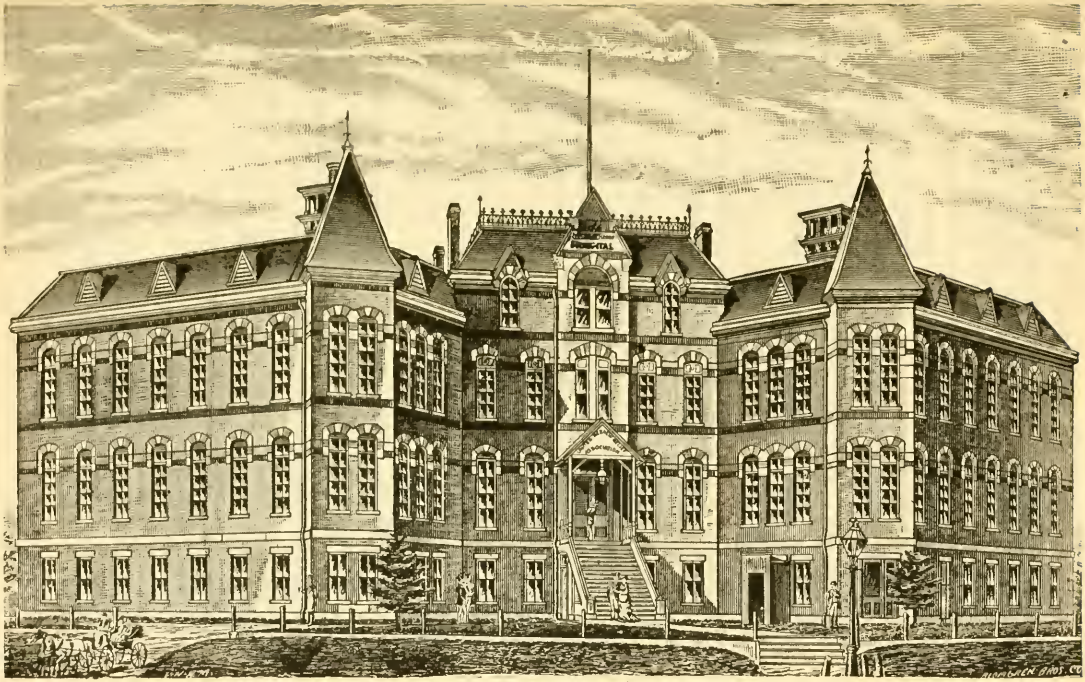
The west front of the sanitarium is connected with the park by a broad bridge, with a gentle ascent for baby carriages. Being in close proximity to the zoological department and other features of interest in the park, the older children who, in many cases must be brought with the baby, will find enjoyment and pastime without encroaching upon the sanitarium proper.

The building is of the most substantial character, but without any attempt at elaboration or ornament. Its architectural effect is secured by simplicity and the manifest adaptation of every feature to its intended use.

This very worthy undertaking is supported by generous gifts. It owes its existence as well as its continuance especially to the efforts of the *Daily News*, which also advanced the greater part of the cost of construction.

Hahnemann Hospital.—*Location:* 2811 Groveland Ave.

This is the only *exclusively homeopathic hospital* in the city; and is connected with the Hahnemann Medical College. The new amphitheatre connected with the hospital is excellently furnished. Besides paying patients the hospital also takes in others without charge. The *lying-in hospital* receives women free of charge from September till May.



Michael Reese Hospital, Twenty-ninth St., cor. Groveland Ave.

St. Joseph's Hospital, Garfield Ave. and Burling St., near Halsted St., is conducted by the Sisters of Charity.

It is a fine, large, four and and five story building, easily recognized by its numerous dormer windows and pinnacles. Being on high ground, near Lincoln Park and Lake Michigan, its situation is excellent from a sanitary piont of view.

The hospital is, in large part, a new structure, and has superior facilities for ventilation, heating etc. It has a great number of well furnished rooms for private patients, the prices varying according to the desirability of the rooms. Patients without means are not refused admittance. Special attention is given to chronic diseases of children, where an extended treatment is necessary. The hospital possesses an excellent staff of physicians; physicians however, not connected with the hospital, are also allowed to treat private patients.

St. Luke's Hospital.—*Location:* 1420 to 1434 Indiana Ave.

An extensive four story building, and one of the best known hospitals in Chicago.

It is under the charge of the various Episcopalian societies of the city. They choose annually a board of twelve trustees which, in turn, appoints the director of the hospital. Impecunious patients are received free of charge without regard to color or religion; those of means, however, pay their way. There are, on an average, about 80 patients at a time, the entire annual number of patients amounting to about 1,100, 600 of whom are taken care of without charge, the rest pay.

The financial conditions of the hospital have been greatly improved of late by munificent bequests and the endowment of several beds by wealthy friends of the institution. Private charity, besides, manifests its interest in the hospital by sending in all sorts of necessaries. Connected with the hospital is a dispensary, in which about 3,000 patients are treated annually. In 1890 the number of cases was: Surgical, 1,239; Medical, 661; Gynaecological, 725; Eye and Ear, 455; Total, 3,080.

Another dependency of the hospital is *St. Luke's Hospital Training School for Nurses* which is managed on the same principles as the similar institution connected with Cook County Hospital. From ten to twelve pupils partake of the instruction.

Commercial Exchanges.

Chicago is proverbial for the speed, concentration and compactness with which business is transacted here, and this is due in a great measure to the numerous exchanges in which business men meet at some central point and discuss matters relating to their trade, instead of seeking each other at their places of business. Every branch of trade has its separate exchange, but of chief importance is the grain and provision exchange, or *Board of Trade.*

The Chicago Board of Trade is not only famous, but its influence is felt throughout the whole civilized world. It is one of the most characteristic institutions of the city. Originally a merchants' exchange, where all kinds of merchandise were bargained for, bought and sold by sample, the enormous proportions which the grain and provision trade soon assumed caused all other trades to be crowded out, and it is now the grain exchange *par excellence* of the world.

The Board of Trade consists of about 2,000 members, and this number is meant to be the limit. The membership fee is $10,000, but membership certificates can be purchased for half this amount or even less from retiring members.

No purchases of less than 5,000 bushels of grain or 250 packages of pork or lard are allowed on the board. The sessions of the board are from 9:30 a. m. to 1 p. m. and from 2:00 to 2:30 p. m. daily. About noon is the most interesting time for spectators, as the excitement is then usually at its height. No resident of the city, unless he is a member, is admitted on the floor, but non-residents introduced by members are welcome as visitors.

Turning from the present to the past, we find that the Board of Trade was organized in 1848 with 82 members, but was of so little importance until 1856, that a lunch of crackers, cheese and ale spread at noon was found to be the only means by which the members could be induced to attend. A leaf

from the secretary's note book in 1851 (before the lunch was provided) shows a curious contrast to the busy throngs of to-day:

July	10.	Present,	C. Walker, J. White, J. C. Walker.
"	12.	"	O. Lunt.
"	13.	"	none.
"	14.	"	none.
"	15.	"	C. Walker.
"	16.	"	none.
"	17.	"	J. C. Walker.

The board occupied leased quarters until 1859 when a building was erected for its accommodation, corner of South Water and Lake streets, from which it moved, in 1865, to the Chamber of Commerce, corner of Washington and La Salle streets, destroyed by fire and rebuilt in 1871-72, and forming to-day the basement and lower stories of the present † *Chamber of Commerce Building.*

Within a few years, however, the accommodations of the new building were found to be insufficient, and as early as 1877 the question of enlarging the accommodations had been raised and discussed, when finally, in 1881, a change was decided upon. In 1885 the present Board of Trade Building, one of finest structures of the kind in the world, was formally dedicated.

Three regiments and a battery were organized and maintained by the board for three years during the war, at a total expense of $150,000, and in the fields of finance, benevolence and the general welfare of the city and nation, the influence for good of this body of prompt, shrewd, practical and enterprising business men has often been felt.

* * **Board of Trade Building.**—The imposing Board of Trade building is situated on Jackson st., a few minutes from the City Hall, opposite La Salle st. (which here terminates) and in the centre of the lofty, eight and ten story business structures which are unsurpassed as regards construction, practical arrangement and interior appointment.

The building occupies, together with the * *Rialto building* with which it is connected by a bridge for foot passengers, the entire block

between Jackson, Sherman, Van Buren sts. and Pacific ave. In its immediate neighborhood are the *Open Board of Trade*, *Grand Pacific Hotel*, *Post Office*, the common *depot of Lake Shore & Michigan Southern*, and of *Chicago, Rock Island and Pacific RRs.* and a large number of banks, insurance agencies, commission houses, etc.; the latter especially being located in the gigantic business structures above mentioned. The main front on Jackson st. is 174 feet long, the depth of the building 225 feet, and the height of the main part (grand hall) 140 feet, of the rear part 160 feet, and of the tower 304 feet. The whole is constructed of Fox Island granite and costs the sum of $1,730,000.

The impression made by the building is due rather to its dimensions and the material than to the architecture which is composed of several styles. It has three parts: *Tower*, *hall* and *addition on the rear*.

The *tower* with a base 32 feet wide projects a little from the facade and contains the large portal flanked by polished granite pillars. It is quadrangular up to a height of 225 feet, having a clock on each side; above this part rises an octangular addition which terminates in an octangular spire crowned by a vane in form of a ship. Both these octangular parts are of iron. A *balcony* from which, in clear weather, a magnificent view may be gained, adorns the tower at a height of 227 feet.

Above the entrance are *two fine sculptures* in light stone, representing on the left, a female figure with the emblems of navigation, commerce and industry; on the right, a similar figure representing agriculture and abundance. Besides these sculptures may be mentioned a few dragons, atlantes and gargoyles, and, on the east and west facades, two large *reliefs* which are, however, placed too high to be effective. The large double windows are 32 feet high and admit a flood of light to the interior.

Interior: The basement is reached through the large main entrance opposite the foot of La Salle st. Handsome winding stairs on both sides of the vestibule lead to the upper stories. Directly opposite the visitor as he enters is a wide corridor leading to the elevators in the rear building. The main part of the basement is occupied by private and telegraph offices etc. The stairs which are made of variously colored granite, lead first to the entrance of the magnificent *Exchange Hall*. From there, bordered by a beautifully executed railing in mahogany, they lead up to the spacious *gallery* which extends the entire length of the north wall. The eastern half is reserved for private parties; but the western half (on the right) is open to the

public. The gallery is the best place forobserving the curious spectacle of noisy and excited brokers. The visitor may here witness such scenes as only a few other exchanges in the world can offer. From the north window of this gallery an interesting glimpse may be had of the bustling La Salle street with its gigantic business structures.

The *Exchange Hall* (152 x 161 x 80 feet) is a spacious square room abundantly lighted by its eight large double windows and an immense sky-light (72 x 75 feet). The upper parts of the windows which are divided into three sections contain beautifully colored stained glass paintings representing on a rather small scale allegories of commerce, agriculture, abundance, wealth, order, etc. The sky-light likewise contains colored ornaments. The hall is on the North separated from the stairs and the gallery by six massive pillars of dark green stone, surrounded by rings of porphyry, granite and marble, and resting on octangular bases. Eighteen quadrangular pilasters of a similar shape and the same material enliven the walls. They are connected with one another by 26 semi-circular arches bearing beautiful fresco-paintings on gold ground, representing: The arts, sciences, inventions, historical and mythological subjects (the three fates). The paneled *ceiling* is decorated in rich but quiet colors. On the *floor* of the hall, the battlefield of the speculators, are the numerous tables, seats, pits, large black boards, and telegraphic apparatuses. The two fine terra-cotta mantle pieces on the south wall and the chronometer also deserve special mention. The offices of the president, secretary, director, and the assembly room of the committee are wainscoted in mahogany and decorated with fine fresco paintings and furniture.

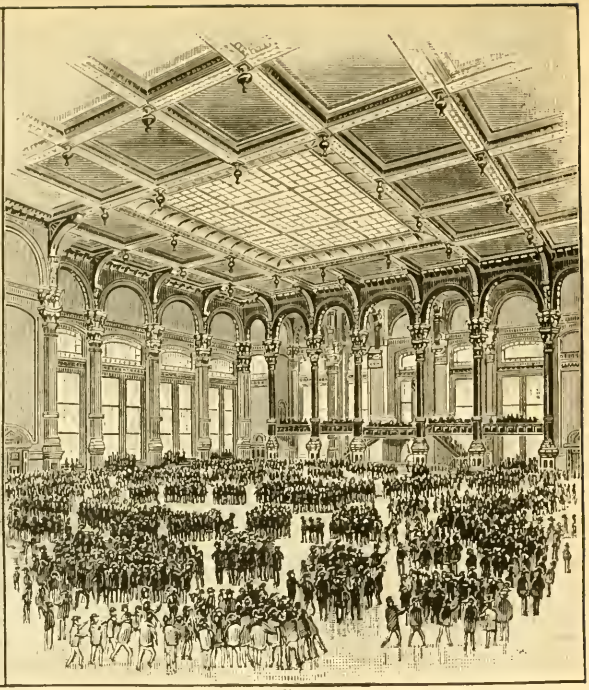
A wide corridor leads from the south door of Exchange Hall through the rear building to the bridge connecting the exchange with the Rialto building.

On the left (East) of this corridor is the *Board of Trade Stock Exchange* (rooms 22 and 24), a room rising amphitheatrically and having a large gallery with comfortable seats. Behind the president a large board with the inscription: New York Stock Exchange Quotations. The stained glass paintings on the windows show interesting Indian heads etc.

The entire remaining part of the *rear building* is taken up by the elevator shafts and about 100 offices.

Open Board of Trade.—Opposite the Stock Exchange on Pacific ave. is the Open Board of Trade for speculators with limited means (fee for membership $2.50).

Board of Trade Building.



On 'Change.

The building, Nos. 18 and 20 Pacific ave., bearing the same name, is an attractive structure of brick, with a very large arched window and a spacious entrance. It offers, besides a few small fields with plastic ornaments, nothing of interest.

On the first floor is the *main hall*, 101x85 feet. The ceiling is supported by eight columns and has a large sky-light with colored glass. On the south wall is a gallery for visitors, the telegraph office, etc. Besides these, the hall contains only the usual stands, blackboards, seats, etc.

In the upper stories are the rooms of the president and secretary, and the offices of numerous business houses.

The **Produce Exchange.**—*Location:* 144 South Water st., cor. of Clark st. Open from 8:00 a. m. to 5:00 p. m.

This exchange, which is devoted to the trade in agricultural products except grain and cattle, is located in the center of an extremely lively business section. The exchanges of this branch of business, amounted, in 1890, to more than $60,000,000.

THEATRES.

Dramatic art up to the present time has had no permanent home in Chicago. More than a score of years has passed since an attempt was made to provide a permanent dramatic company in this city. The effort then made met with temporary encouragement and the results were very gratifying, except from a pecuniary point of view. But, as financial success is the goal aimed at by all managers, the experiment has not been repeated. Journalistic friends of the drama have from time to time urged the formation of a movement looking to the establishment in Chicago of a permanent stock company, in which its citizens might take local pride, but thus far the effort has been fruitless. Managers can hardly be blamed for their hesitation to embark in such an enterprise on their own responsibility, as they are well acquainted with the present taste of the public, and it seems almost certain, that monetary loss awaits the manager who would be found willing to make the experiment. This view, while not complimentary to the artistic taste of the public, is probably correct. But it must be borne in mind, that the same conditions prevail throughout the country, with the possible exception of New York. Even there where the theatres enjoy a large patronage from Brooklyn and the New Jersey cities, and have a population of 3,000,000 to depend on, there are only two companies which can be called permanent stock companies. The "combination" system prevails everywhere, and until the public taste changes, which no doubt will occur in good time, we can hardly look for any improvement in Chicago.

In the central, or down town part, of the city Chicago has at present five theatres—besides the Auditorium—which can hardly be called a theatre in the ordinary sense, as it is too large for any but operatic performances on a grand scale, or very elaborate spectacular plays.

*McVicker's Theatre.—*Site:* Madison st., between State and Dearborn sts.

The six-story building which is free from all sides, is easily recognizable from its large bay windows in the central field of its facade.

The *interior* is one of the finest in Chicago. In the vestibule are the ticket office and the entrance to the elevators. A flight of stairs leads to the elegant foyer.

The theatre proper with its rich, but harmonious decoration makes a pleasing impression. It is throughout the lower part of the house salmon-colored, becomes lighter in the upper parts and shades off into a beautiful cream on the ceiling. The walls bear moreover effective ornamentation, plants, gold lines and colored plastic in papier-maché. Although showing only the simple but effective lines of the modernized Egyptian and Romanesque styles, the proscenium is most richly decorated. There are six boxes rising terrace-like, one above another. The front of the stage is formed by a large round arch, sumptuously decorated, but rather heavy. All the walls of the proscenium are decorated with plastic floral ornamentation of papier-maché, in red, gold and cream. Above the boxes are two rectangular bass-reliefs in terra-cotta, with many figures representing scenes from the local history of Chicago; the work of John Gelert, a Chicago sculptor: on the left La Salle on his exploring march through Illinois, and on the right the massacre on the lake front in 1812.

The fire proof asbesto curtain is adorned with a picture representing a view of Athens with the Acropolis and a classic landscape in the foreground.

The house has, with the two spacious galleries, a capacity of 2,300 seats.

McVicker's theatre cultivates the better English drama and comedy. On Sundays it is usually reserved for performances in the German language.

*Columbia Theatre.—*Site:* Monroe st., near Dearborn st.

The Columbia Theatre. (formerly Haverly's Theatre) is

one of the leading playhouses of the city. It seats 2,000 spectators and cultivates chiefly the higher class of dramas.

The elegant vestibule leads directly to the foyer which is decorated in mediæval style and provided with beautiful furniture and artistic chandeliers. The mirror wall separating the foyer from the pit, is broken by five doors. On the first floor are, to the right of the foyer, the smoking-room and to the left, the ladies' room.

The *interior* of the house is very elegant. The fronts of the two galleries are of gilded metal in open-work, which in the light of the numerous electric lamps produces a good effect. The elegantly appointed boxes with their rich draperies and their sumptuous air deserve special mention.

The stage is separated from the auditory by a large semicircular arch. The stage itself ranks with its sceneries, and mechanical facilities among the first of the city.

Hooley's Theatre.—*Site:* No. 149 E. Randolph st., opposite the north entrance to City Hall.

Hooley's Theatre cultivates chiefly the better English and American drama and comedy. The house seats about 1,800 people.

The handsome vestibule leads directly to the pit which in the proscenium is bordered on each side by two sets of boxes. There are, besides two wide galleries. The opening to the stage occupies the whole north wall and continues even behind the boxes.

The curious proscenium begins with the wall over the opening to the stage and shows rich ornamentation in gold which continues even to the tops of the boxes. Where the boxes project from the auditory, starts, about fifteen feet below the ceiling, a graceful arch, which spans the interior from wall to wall. A system of light rafters and seven smaller arches connect the ceiling with the main arch. With the terrace-like structure of the boxes and their tasteful appointment, the proscenium makes, in electric illumination, a very favorable impression.

***Chicago Opera House.**—*Site:* S. W. corner Clark and Washington streets.

The Chicago Opera House is one of the newer theatres of Chicago, and occupies the greater part of the Opera House block. The principal entrance, with the elegant stairway, is on Washington street, opposite the Courthouse.

In harmony with the specialty of this theatre, the production of fairy and spectacular plays, ballets, etc., which require elaborate apparatus, the stage possesses special facilities and excellent scenery. The seating capacity (2000) lies mostly in the parquet and two broad galleries. The boxes are really elegant, and the whole proscenium has a brilliant effect. The great plush curtain and the interlude curtains are deserving of notice. The building is regarded fire-proof throughout.

Haymarket Theatre.—*Site:* 169 W. Madison st., east of of Halsted st.; W. Madison st. cable cars.

Haymarket Theatre is one of the newest and most elegant play houses in Chicago. Externally it is a neat renaissance structure, of pressed brick, with terra cotta pillars and pilasters. The entrance is in the curved projecture, which in the second story contains an open loggia and terminates with a balcony. Through the marble trimmed vestibule one passes into the foyer to the parquet and the boxes. This is rendered attractive by a fountain and beautiful furniture, and above it there is a second foyer for the upper rows. The inside of the theatre itself produces, by its subdued colors, a quiet and harmonious impression. There are twelve boxes, three galleries and the parquet. The boxes are remarkable for their beautiful bronze and brasswork, rich draperies and elegant furniture. The two lower galleries have parapets of pierced metal work, and the tasteful electric chandeliers deserve mention.

The audience room is kept in terra cotta color, which is enlivened by flat plastic ornaments and a rich outlay of colored bronzes. The stage borders on the auditorium on the East, and measures fifty by ninety feet. The house will hold 2,650 spectators, and makes a specialty of English and American dramas and comedies.

Windsor Theatre.—*Site:* 466 N. Clark st., near Division st.; N. Clark st. cable cars, 12 minutes.

Windsor Theatre is one of the newer theatres of Chicago, quite easily recognizable by the large square cupola capped with a globe. Entering the vestibule, with the ticket office and the stairway leading to the gallery, we reach the small foyer. The 2,700 seats are divided into parquet, sixteen boxes and two galleries. The boxes are finished in pretty wood-carving and metal work, and are draped with elegant, heavy materials. The lower gallery, constructively a continuation of the second tier of boxes, has a parapet in the form of a line composed of projecting and retreating curves and angles. The wall above the opening of the stage presents a keel-shaped arch, and has rich plastic ornamentation, painted in dull yellow and bright bronze. The principal colors of the rest of the internal decoration are Isabella and gold. The curtain and scenery deserve mention. The theatre is given especially to the lighter plays: comedies, farces, etc.

Criterion Theatre.—*Site:* 276 Sedgwick street, near Division; Sedgwick st. horse cars or Clybourn ave. cable line.

From the vestibule with the ticket office we pass into the parquet. The *interior* is finished in Moorish style, and decorated in lively colors, with a profuse outlay of gold. An especially splendid effect is produced by the eight boxes with their pretty metal-work, bright bronze and their dome-shaped tops. The boxes are provided with elegant furniture, and the parquet is furnished with upholstered red plush seats. The house has only one gallery, and seats 1800 spectators. It presents the lighter works, such as vaudevilles, operettas, farces, etc.

Alhambra Theatre.—*Site:* Corner State and 19th sts.; reached from State and Washington sts. in 12 minutes by the State st. cable cars.

The name of the theater is derived from the Moorish style of the internal and external architecture of the building. The theater is only of moderate size, but possesses a practical arrangement and is prettily decorated in Moorish style. Worthy of especial mention is the arrangement of the

seats, which are comfortable and give a good view of the stage from all parts of the house. This theater, like the Windsor on the North Side and the Haymarket on the West Side, cultivates the popular drama, light operettas, etc.

Grand Opera House.—*Site*: 85 S. Clark St., opposite the Court House.

One of the older theatres of the city cultivating especially lighter operas and American plays. The interior contains 1328 seats.

Through the vestibule is reached the foyer which forms a sort of antichambre to the pit. There are two galleries and eight very elegant and comfortable boxes. The interior is decorated in quiet and simple taste. Worthy of mention is the new scenery.

Havlin's Theatre. — *Site:* 1834 Wabash avenue, near 18th st.

The Havlin Theatre appears on the outside as an attractive structure of smooth red brick and light grey granite. The windows are partly Moorish, partly bay windows. The large semi-circular arch which reaches up to the second story and has in its centre a balcony, leads to the vestibule that is adorned with a fresco painting. The interior contains about 1500 seats and is neatly decorated in Indo-Moorish style. On the walls of the proscenium are plastic ornaments with colored decoration. Especially pretty are the twelve boxes with their open metal work and their beautiful decorations. The lower of the two galleries is especially noteworthy for its front formed of salient and re-entering angles and circular lines.

H. R. Jacob's Clark St. Theatre.—*Site:* 44 N. Clark st., near north east cor. of Kinzie st.

Clark street Theatre is the name of the former Casino Theatre now remodelled. The repertoire has remained the same: Melodramas, Operettas and modern spectacular plays.

Through the vestibule one reaches the small foyer which is adjoined on the left (North) by the gentlemen's room, and opposite (South) by the ladies' room. Both are appointed in

very elegant and home-like manner. The comfortable seats in the pit are provided with automatic boxes for opera glasses. A wide stair-case leads to the two galleries, the first of which is very spacious, but projects rather too far into the auditory. Its front in stucco, gold and fine silks is remarkable. It has a brass railing. The fourteen boxes (seven on each side) are uncommonly effective. Being built in terrace-form, they afford, with their rich draperies, their elegant lattice-work and fine furniture, a most picturesque effect. There is a profusion of shining brass; the electric lights gleam from charming blossoms and clusters of grapes. The rest of the interior decoration is chiefly in Indo-Moorish style. The walls in the back of the highest boxes are thus built in the form of half niches which are covered by a sort of composed ogee-arch, with fine open wood work. The opening to the stage is similar only in larger dimensions. The sides of the stage are flanked by massive clustered columns gilded and in bamboo form. The ceiling between the boxes is arched and divided into small fields by nine picturesque latticed arches which rest on as many bronze-colored dragon-like fabulous animals crouched above the opening to the proscenium. The walls are mostly decorated in light blue with gold.

Jacob's Academy of Music.—*Site:* 85 Halsted st., between Madison and Monroe sts.

This house seats from 2200 to 2500 spectators. It cultivates mainly spectacular plays.

The interior is newly decorated in bright, but rather hard colors. The two galleries are beautifully curved and the four boxes make a very elegant impression. The seats in the parquet are comfortable and have automatic opera glasses. The ladies' room situated on the right of the vestibule and the gentlemen's room opposite are tastefully draped and neatly furnished.

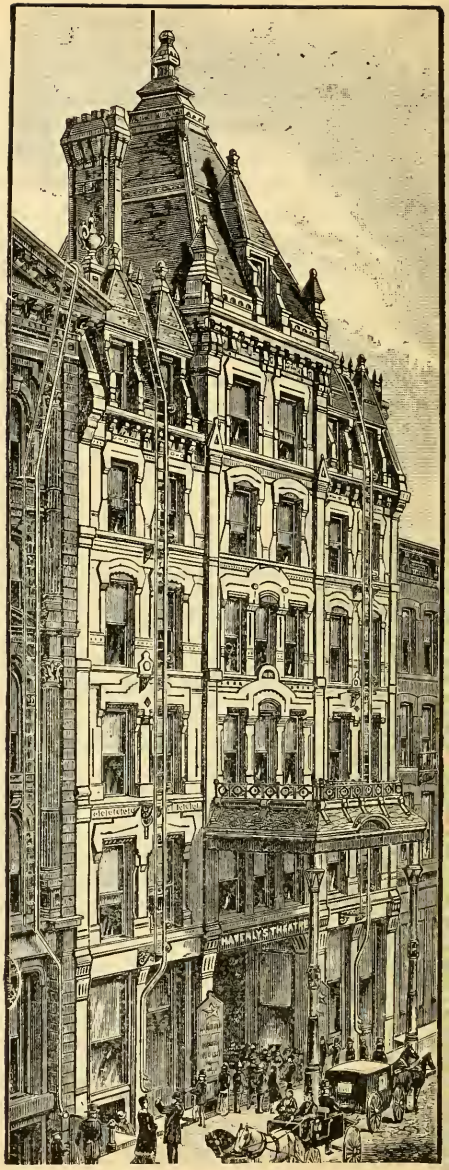
Standard Theatre.—*Site:* Halsted st., cor. W. Jackson st.

The Standard Theatre cultivates chiefly popular plays and clings to low prices (from $1.00 down). The house seats about 1800 spectators; the gallery alone has a thousand seats.

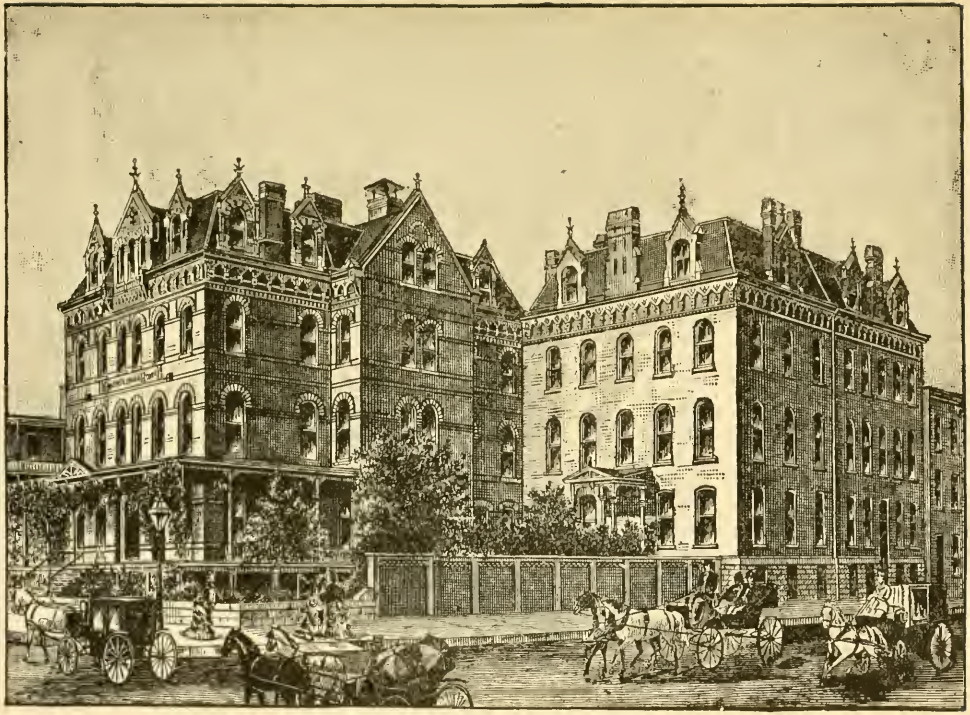
The interior is simply and quietly decorated in gold and light blue. The lower of the two galleries has on its extremities lodge-like curvings and additional ornamentation which materially contribute to the fine appearance of the proscenium.

Madison St. Theatre.—*Site:* No. 85 East Madison st., diagonally opposite the "Tribune".

This Theatre, formed in the time of the Mikado mania, cultivates especially the vaudeville, the burlesque and melodrama and bears something of the character of the variety theatres and the cafés chantants. The representations are given in a hall on the first floor, seating only 650 persons.



Columbia Theatre.



Foundlings' Home, 114 South Wood st.

Concert Halls.

The largest hall in the city is the † *Auditorium Hall* fully described in the article 'Auditorium Building'.—There are besides the halls given here several others, which we omit worthy of mention, but on account of their remote location, of a purely local character. A full list of all the halls in the city is found in the city directory.

* **Central Music Hall.**—*Site:* S. E. corner State and Randolph streets.

The Central Music Hall is a simple but pleasing structure of seven stories. The roof is overtopped by a low quadrangular clock tower.

Two large columns of polished grayish red granite flank the entrance. Traversing the vestibule and passing the stairs and elevators, we reach the large *hall* which, resembling the interior of a theatre, has, however, instead of the stage, a spacious far projecting platform. The parquet and parquet circle, rising amphitheatrically, are surmounted by two galleries in the form of a horse-shoe. The decoration of their fronts in white and gold give the interior a very pleasing and even elegant air. On the upper balcony are six boxes. In the rear of the small platform is, half way up to the balcony, the choir, with the key boards of the organ. The balustrade fronting the choir shows fine open wood work.

On both sides of the platform are the two beautifully decorated organ fronts, harmonizing well with the interior. The hall is lighted by a large sky-light decorated with simple but beautiful paintings. To the North three large windows divided into three parts, bearing six well executed portraits of famous composers and colored emblems of music, etc. There are 2000 seats. The Central Music Hall contains, besides, numerous business rooms and offices, occupied mostly by physicians and music teachers.

** **Germania Hall.** The club house of the Germania Männerchor, situated at the corner of N. Clark and Grant sts., is from an architectural point of view, one of the most impres-

sive buildings in Chicago, and one of the finest club houses in the whole country. (Architect: Aug. Fiedler.) Built in the Italian Renaissance style, it suggests by its massive substructure of light gray stone with, for the most part, rough surface, the Florentine palaces of the early renaissance. The upper part, on the other hand, with its profuse terra-cotta decorations, is a remarkable specimen of modern treatment of renaissance.

The *main entrance* on Grant st. is formed by a massive semi-circular arch supported by two pairs of smooth Doric columns and crowned by a balustrade. The most important part of the substructure on the Clark st. facade is a spacious *loggia* at the height of the entresol, terminating in a balcony and offering, with its flowers and its view of the surroundings (Lincoln Park) a charming retreat, especially on warm summer evenings.

In the upper part, constructed of brick and terra-cotta, the two facades are alike, having twenty tall semi-circular arched windows grouped in pairs, separated by fine baroque columns and surmounted by a pediment. Above the eaves-moulding, three low quadrangular roofs. Among the plastic decorations (palmettos, echini, acanthi, casettes, etc.) which are especially profuse in the upper stories, a large terra-cotta relief on the West wing of the Grant st. facade deserves special mention.

In the basement on the Clark st. front are a well managed *restaurant* and the rooms and vaults of the *Germania Safe Deposit and Trust Co.* The rear contains a double *bowling alley* for ladies and gentlemen.

Entering through the large gate on Grant st., the stairs on the right lead to the rooms on the second story, and the corridor on the left to the apartments on the first floor.

The first room west of the corridor is the *ladies' cafe*, a veritable jewel, the most charming room in the whole house. The walls are covered with woods of different colors, and the ceiling is decorated in light colors. The greatest ornament of the room is, however, the frieze which, composed of a number of frescoes complementing one another, was executed by Mr. Michalowsky. There are represented in charming groups of amorettes and with splendid humor: love, marriage, wine, singing, and a life-like gossiping coffee-party. In the niches are placed on consoles, elegant vases, drinking horns, goblets, and rare porcelains. Worthy of mention is the metal work on the swinging door.

Next to the ladies' cafe is the large *billiard hall* with billiards, gaming tables, etc. The walls are adorned with bronze reliefs, representing drinking bouts.

Advancing through four round arches draped with portieres, we reach the *bar* and the adjoining *drinking room* in old German style. The lattice work screening off the *cabinet*, chairs and comfortable leather seats along the walls and a monumental drinking table, with a plate three inches thick and consisting of one piece (the great curiosity of the room) are all objects attracting the special attention of the visitor. The consoles are adorned with the classic drinking vessels: Tankards, mugs, tumblers, goblets and other curiosities, as Makart bouquets etc. The two chandeliers of forged iron are two interesting specimens. In the alcove (as the N. E. corner between the two doors leading to the reading and writing room is called) stands a magnificent clock in renaissance style (wood-carving and brass work).

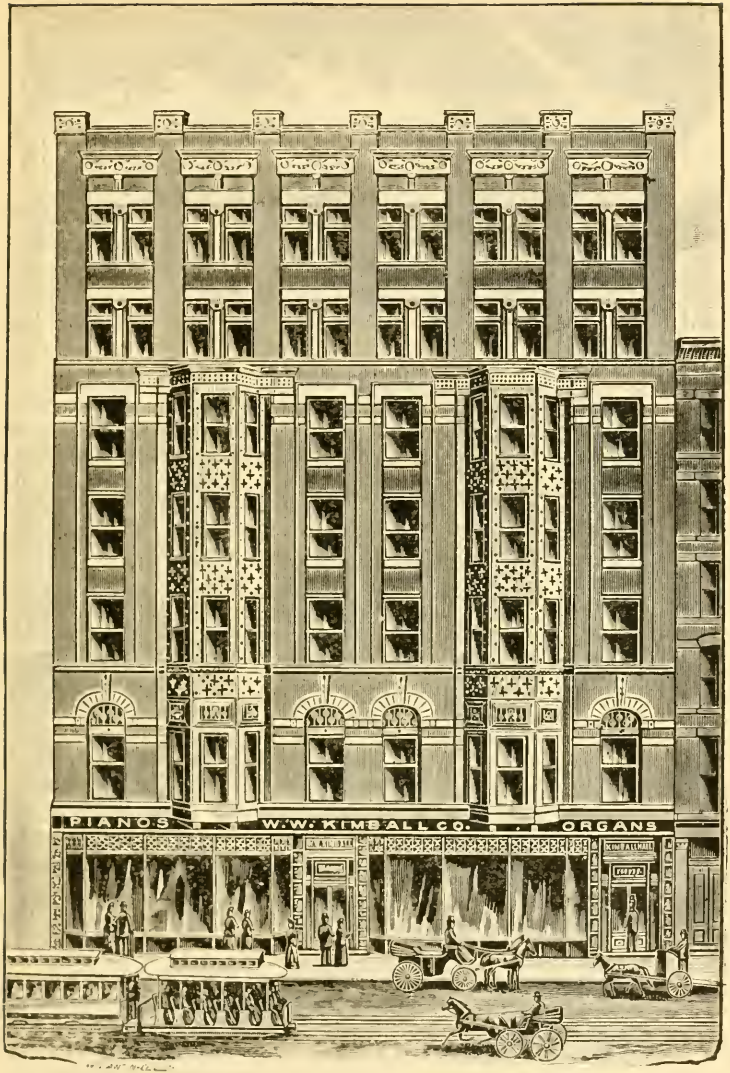
Adjoining is the comfortably furnished reading room with the *library*, where the most important American and foreign periodicals are kept.

Returning through the corridor and ascending a few steps, we reach the entresol where we first enter the *Rehearsal Room* which is simply decorated, containing only the portraits and busts of famous composers and photographic views of the singers of the former years. South of this are two smaller rooms for private parties etc. The front walls of these rooms are behind the line of the facade of the building, thus making room for the *loggia* already mentioned.

In the South East part of the entresol is the elegantly furnished *Reception Room*, walls and ceiling of which are decorated in exceedingly soft tones. Imported Indian draperies in the windows and Persian rugs with beautiful colors on the inlaid floor; a richly ornamented mantel piece, beautiful furniture, paintings in water-color and oil by L. Bach and others, vases and rare porcelain vessels form the appointment of this elegant room, in which is shown as a special curiosity an old French clock with mythological figures.

The second story is almost entirely taken up by the *ball room* and the banquet hall which are reached from a sort of antechamber at the head of the stairs. In the N. W. part are located the toilet room, buffet, and two drinking rooms.

The *ball room*, officially termed the *Grand Hall*, is one of the finest dancing halls in the country. The wainscoting and the front of the gallery are white; the rest of the walls are decorated in blue



Kimball Hall, 243 Wabash Avenue.

and red. The ceiling which is divided into four parts, is done in light, mild colors with additions of bronze and gold. The fine chandeliers are hung in the centre of the three ventilating cupolas. Especially pretty is the decoration of the East wall, consisting of bass-reliefs representing, in four fields crowned by a round arch, colored allegories of the dance which greatly enhance the effect of the room.

From the elevated platform at the East end of the hall (with interesting glimpses of the stair cases) we enter the large *banquet hall* and the adjoining two small parlors. The banquet hall with its front on Clark st. is as profusely decorated as the ball room. On the North wall is an elevated semi-rotunda from which the speeches are delivered.

North Side Turner Hall.—*Site:* Nos. 225-261 N. Clark st. The North Side Turner Hall, erected by the Chicago Turner association, is a large, four story structure which stands on the site of the old house which was destroyed by the great fire.

In the basement is the gymnasium with the usual appointment. At the same height with the gallery for spectators on the North wall, is a hall devoted to social gatherings, festivities, etc. On the Clark st. side, under the beer-hall, is the new bowling alley.

In the addition on the rear is a large *hall* intended to be used for theatrical representations, concerts and balls. The ceiling which is decorated in light colors, shows six medallion portraits of famous poets and composers: Shakespeare, Longfellow, Beethoven, Mozart, Liszt, etc. On the South wall at the side of the stage, are the portraits of Schiller and Goethe. A gallery in form of a horse shoe with seats rising as in an amphitheatre, runs along the walls.

On the same story in the main building are the reading room, the library of the Turner association, the office of the president, the rehearsing rooms, etc. etc.

The remaining part of the building is occupied by clubs and associations, or leased for business purposes.

In the South wing, on the first floor, is a beer-hall and a billiard room.

Brand's Hall.—*Site:* S. E. corner of N. Clark and Erie sts. A pleasant building in the Renaissance style, and one of the favorite halls of the North Side for lodge and public festivities, balls and concerts.

The lower part shows bossages on the outside; the large hall is outlined by long pilasters reaching up to the roof, and eight high

semi-circular arched windows. The roof is crowned by a stone balustrade.

Save a few side halls, the restaurant and the stores on the first floor the entire building is taken up by the large hall which serves at once for theatre, concert and dancing hall and is, as regards its appointments, one of the most notable of the city. The walls are sheathed low. The main entrance on the South side, the two side entrances at the side of the stage and the lodges above are decorated in delicate ivory-yellow. The walls which are painted in terra-cotta and have a very quiet effect, are enlivened by pilasters and large mirrors. The ceiling with the ventilation cupola is decorated in light tones. On the West side, opposite the stage, is a finely curved gallery which with its balustrade, harmonizes well with the rest.

Uhlich's Block, or Uhlich's Hall is the name of the long structure between the railroad viaduct and Kinzie st., Nos. 19 to 37 North Clark street.

It contains, in the third story, at the extremities of the two wings, two large halls connected with each other by a corridor; between the usual accessory rooms, bar, dressing room, etc.

The hall in the North wing contains a small stage. Both halls are almost constantly occupied by associations of all nationalities, for the celebration of festivities, balls, concerts, etc.

Adjoining the South hall is the comfortably appointed club room which is used in common by the Grütly association, the Swiss male chorus society and some Low-German associations.

On the fourth story of the central part is the dining room, etc.; on the ground floor is the well-known *Leutz-beer hall*.

Kimball Hall.—One of the musical headquarters of this city is the new building of the W. W. Kimball Company, on Wabash ave. south of Jackson st., which is devoted exclusively to musical interests.

It contains in the second story the so-called *Kimball Hall*, a beautiful room with a seating capacity of 600, furnished with fixed opera chairs, and charmingly decorated in harmony with the art of music.

The upper stories are occupied by the studios of musicians, among whom are some of the most prominent in the city. The highly modern and conveniently arranged building, built with special reference to musical purposes, is provided with partition walls in the construction of which careful attention was given to the deadening of the sounds of the instruments.

Musical Life.

Although Chicago is a city of comparatively recent origin, it has nevertheless an interesting musical history. The first organized effort in the direction of music was made in 1849, when a musical society, under the direction of Mr. *W. Plagge*, gave a series of regular concerts. Soon after, 1850–1852, Mr. *Julius Dyhrenfurth* induced about twelve good musicians of New York, to make Chicago their home and gave instrumental concerts at the Tremont House for two seasons. Mr. Dyhrenfurth after this abandoned the enterprise, and Mr. *Carl Bergman* took his place for one season, after which he left Chicago for New York. The revolutionary period of 1848–1849 had brought many intelligent Germans to Chicago, who—1852—formed the *Maennergesangverein*, which, during a number of years, under the direction of Messrs *Rein* and *J. Unger*, gave regular concerts, and also two operas: "The Zaar and Carpenter," by Lortzing; and "Stradella," by Flotow, in their own hall, the *Deutsche Haus*. In 1856, Mr. *Henry Ahner*, a former member of the famous Germania Orchestra, came to Chicago, became leader of a new vocal society—"*The Freie Saengerbund*"—and organized each season a series of very successful afternoon concerts at *Metropolitan Hall*, corner of Randolph and La Salle sts. At the same time, *chamber music* concerts of a very high order were given by Messrs. *Paul Becker* (piano), *Henry De Clerque* (violin), and *Albert Melms* (cello), with whom Mrs. *Henry Band*, pianist, occasionally associated. In 1857, from June 7 to 11, a *Saengerfest* was held at Chicago with a male chorus of about 400 and an orchestra of 35, under the direction of Mr. *Hans Balatka*, of Milwaukee.

In 1859, the first American choral society was organized under the name of '*The Musical Union*," and under the direction of Mr. *C. M. Cady*. Shortly afterwards, the *Mendelssohn Choral Society*, under Mr. *Dohn*, began to compete for public favors with the former society.

A new impetus was given to Chicago's musical life in 1860, when, upon the occasion of the performance of Mozart's Requiem at the Cathedral, and later at Bryan Hall, Mr. Hans Balatka, of Milwaukee, received a call from the musical people of Chicago to conduct the performances, and to permanently locate in Chicago. In October, 1860, the *Phil-*

harmonic Society of Chicago was organized under Mr. Balatka's direction, and for several years all its concerts were attended with unprecedented success, most all of the symphonies of Beethoven, Mozart and Haydn, and quite a number of modern orchestral works, having been successfully performed. The Musical Union having been re-organized under the name of the *Chicago Oratorio Society*, gave, under Mr. Balatka's direction, a number of brilliant oratorio performances, with such celebrities as *Mad. Parepa Rosa*, *Miss Nielsson*, *Miss Cary*, *Mr. Whitney*, *Rudolphson* and others.

In April, 1865, *the Germania Maennerchor* was organized at first under *Otto Lob's* direction, which, however, soon passed into Mr. Balatka's hands, Mr. Lob assuming the leadership of the newly organized *Concordia Maennerchor*. The healthy rivalry of these two societies gave to Chicago a number of excellent concerts and the operas of *Der Freischuetz* and *Stradella*, by the Germania, and the *Magic Flute*, by the Concordia, at Crosby's Opera House.

In June, 1868, the second great *Saengerfest* was held under Mr. Balatka's direction at the Rink, cor. of Wabash ave. and Jackson sts. This festival had an international character, in which not only societies from all parts of the United States took part, but in which, also, German singers were represented by delegates from abroad. This was one of the first of the great musical festivals of America, a grand chorus of 1,200 singers and a grand orchestra of 100 musicians participating.

During 1868-1869, Mr. Balatka gave, at Farwell Hall, symphony concerts and Saturday afternoon concerts,

which, on tne 17th of December, 1870, culminated in a grand performance of Beethoven's glorious ninth symphony, on the 100th anniversary of the master's birth.

The great fire of 1871 seemed at first to be fatal to all musical enterprises. The then existing societies lost everything; most of them dissolved; and only a few continued on in a precarious life. In 1872, the *Apollo Musical Club* was organized as a male chorus, under the leadership of Mr. *Dohn*. Mr. Balatka having, after the fire, gone to Milwaukee, returned in 1873 and founded the *Liederkranz Society*, with which—1874—he brought out successfully the opera of *Masaniello* in McVicker's Theatre.

The Apollo Club, which constantly grew in public favor, gave every year a series of excellent concerts, under Mr. *W. F. Tomlins*, in McCormick's Hall. 1875, a mixed chorus was added to the club, and a grand musical festival was given under its auspices, with the co-operation of *Thomas' Orchestra*.—Among the most notable musical events of a later period, are: 1st.) The great *Musical Festival*, 1880, at the Exposition Building, under *Theodore Thomas*, with *Materna*, *Nielsson*, *Annie Louise Cary*, *Winkelmann* and *Scaria*, a chorus of 1,000 singers and an orchestra of 120. 2d.) The great *National Saengerfest* of 1881, also at the Exposition Building, under the leadership of Mr. Hans Balatka, with a mixed chorus of 1,200, a male chorus of 2,200, and an orchestra of 150, with Mad. *Peschka-Leutner*, *Miss Cary*, Messrs. *Candidus*, *Remmertz* and *Whitney* as soloists. 3d.) The great *Opera Festival*—1886—at the Exposition Building, with *Adelina Patti* as the principal star; and, 4th,) the opening of the great *Auditorium*, December, 1890, by the *Abbey Italian Opera Combination*, with *Patti* and *Tamagno* as principals. 5th.) The establishment of a permanent orchestra in Chicago —1891—under the direction of Mr. *Theodore Thomas*.

MUSICAL SOCIETIES.

Chicago's principal musical organizations which give regular concerts, are:

I. INSTRUMENTAL.

a. Orchestral.

1. *Chicago Orchestral Association*, Auditorium; Theo. Thomas, Conductor.

2. *Rosenbecker's Orchestra*, Turner Hall; concerts every Sunday afternoon.

3. *Chicago Symphony Club*, Central Music Hall; S. Jacobsen, Conductor.

4. *Artist's Concert Club*, Miss Amy Fay, Secretary.

b. Chamber Music.

1. *American Conservatory String Quartette*, Chickering Hall, Wabash ave.

2. *Balatka Quintette Club*, Kimball Hall.

3. *Chicago Musical College String Quartette*, Central Music Hall.

4. *C. Wolfssohn Trio*, Bourniques Hall.

II. VOCAL AND INSTRUMENTAL.

1. *Apollo Musical Club* (mixed chorus), Central Music Hall; W. F. Tomlins, Director.

2. *Concordia Ladies' Chorus*, Chickering Hall; Mad. Huefner-Harken, Director.

3. *Frohsinn* (male chorus), Freiberg's Hall; H. Schoenfeld, Director.

4. *Germania Maennerchor* (male chorus), Germania Club, N. Clark st. and Grant pl.: T. Heinze, Director.

5. *Liedertafel Vorwaerts* (male chorus), Yondorf's Hall; G. Ehrhorn, Director.

6. *Orpheus Maennerchor* (male chorus), 49 La Salle st.; G. Ehrhorn, Director.

7. *Sennefelder Liederkranz* (male and mixed chorus), 565 Wells st.; Hans Balatka, Director.

8. *Teutonia Maennerchor* (male chorus), 196 W. Chicago ave.; G. Ehrhorn, Director.

MUSICAL SCHOOLS.

1. *American Conservatory of Music*, Chickering Hall; T. Hattstaedt, Director.

2. *Apollo School of Music*, Central Music Hall; W. F. Tomlins, Director.

3. *Balatka Academy of Musical Art*, Kimball Hall; Hans Balatka, Director.

4. *Chicago College of Vocal and Instrumental Art*, Kimball Hall; A. E. Ruff, Director.

5. *Chicago Conservatory*, 9th floor Auditorium; Sam. Kayser, Director.

6. *Chicago Musical College*, Central Music Hall; F. Ziegfeld, Director.

7. *National Conservatory of Music*, 113 Adams st.

8. *Root's, F. W., Music School*, Kimball Building; F. W. Root, Director.

9. *Chicago Athenaeum*, 48–54 Dearborn st.

10. *Zither Teachers*, Rudolph Schlick, 555 N. Clark st.

Clubs and Societies.

The real club life of Chicago dates from the time of the great fire. This catastrophe brought about a great revolution not only in all the other phases of city life, but also in its social relations. Relations of long standing were broken up by the extremely numerous changes of residence; the rebuilding of a great city, and the universal attention which destiny and the future of Chicago had attracted, brought hither a great mass of new elements of population. When then, a few years later, the great losses had been bridged over, and the social life had settled back into quieter ways, the many new relations found expression in the founding of numerous clubs. Since then the club life of the city has developed luxuriously.

Most of the clubs are, of course, of a social character; a considerable number aim at intellectual and physical recreation; others pursue social, political, scientific or benevolent ends; and others, again are devoted to sport and favorite amusements. To these must be added the many associations of a national character, and those based on the companionships and associations of the war, etc., etc. The greater part of these, however, are removed from public interest, and in so far as they are not mentioned in this book, may be found in the city directory.

Union League Club, *Location:* Jackson St., corner 4th Ave. opposite the south front of the Custom House.

This very large and influential club, numbering 1200 members, has been in existence since 1879. Its aim is the maintenance and defence of the principles of the American republic, a loyal attitude toward the existing government, increasing the appreciation of civil rights and duties, protection of the political and civil rights of all citizens, freedom of the ballot and an honest and competent administration of national, state and local affairs and resistance to corruption.

The six story building, of modern style, with its project-

ing semi-circular cupola-crowned, balconied pavilion, and varied terra-cotta ornamentation, has a striking appearance and produces a fine effect. Internally, it contains the usual rooms of a club house; and the furnishings are rich and substantial.

The large library and a considerable collection of paintings are worthy of mention.

The excellent kitchen of the club and the central location make the club life, which is strictly confined to members, very lively. Friends however may be introduced by the members.

Calumet Club.—*Site:* Corner Michigan Ave. and 20th st.

The Calumet Club, (named from the Indian word "calumet" pipe of peace), has existed since 1878, and numbers among its members many of the most prominent citizens. It is considered the most aristocratic club in the city.

The splendid four-story club house, built of pressed brick with copious terra-cotta ornamentation, with its projecting towers, balconies and gables, makes an architecturally interesting impression. The broad entrance on twentieth st. leads the visitor into the beautifully furnished hall, in which an antique fire-place, a fine stairway and stained-glass windows are noteworthy objects. At the right end of this entrance-hall is the billiard room, and adjoining this are the neatly furnished café and the artistically decorated assembly hall. The whole front of this story on Michigan avenue is occupied by the tastefully furnished reading rooms, in which there are a few paintings and a number of portraits of prominent people.

The second story contains the luxuriously furnished card-room and the dancing hall. The third story contains private rooms and sleeping rooms; and the fourth contains the dining-hall, which will accommodate 300 people; a number of private eating rooms, and the kitchen.

An especially interesting room is the "Old Settlers' Room," with its collection of curiosities from the early history of Chicago, among them a large number of portraits of the prominent pioneers of the city, some noteworthy objects connected with the Indian massacre of 1812, and the fiddle that belonged to Mark Beaubien, the old settler frequently mentioned in this book, etc.

Once each year the club offers the hospitality of the house to those settlers of the city who arrived before 1840, and gives an evening reception and a banquet. But the list of these guests of the club, several hundred in number, is found, at each yearly banquet, to have grown smaller.

Union Club.—*Site:* Corner Washington Place and Dearborn Ave.

Union Club is the most fashionable club on the North Side. It aims only at social ends, and bears an aristrocratic and very exclusive character. The three story club house, built of brown sandstone, has its main entrance on Washington Square; and is internally and externally built and furnished in imitation of a wealthy English country seat. One first enters the large, elegant, wainscoted hall, from which a very pretty stairway leads to the upper stories. On the left side, along the whole of the Dearborn street front, are the reception rooms, which contain a small number of good paintings. In the rear is the café, furnished in the style of an old-English tavern; and adjoining this are billiard rooms, reading rooms, etc. In the second story are the library, eating rooms, card rooms, etc. The kitchen is in the basement. The internal finishings of the house, with an abundance of oak-wood wainscoting, are remarkably luxurious.

Illinois Club.—*Site:* 154, S. Ashland ave.

The Illinois Club is the most prominent social union on the West Side; its membership is composed of prominent business men who live in this section of the city. The aim of the club is the cultivation of literature and the fine arts, as well as of social intercourse.

The fine, three story club house, with a wing, on the most beautiful residence street on the West Side, contains the usual reception-, reading-, card-, billiard-, ball-, and eating rooms, bowling alley and kitchen; and in the wing, the art gallery of the *Illinois Art Association*.

The elegance of the rooms is heightened by the many valuable paintings that adorn the walls. The musical and social entertainments that are given by the club are eagerly patronized by the fashionable world of the West Side.

Iroquois Club.—*Site:* Columbia theatre building, 110 Monroe st., between Dearborn & Clark sts.

This club, which was founded in 1881 and numbers about 550 members, although of a social character, is principally devoted to the furtherance of the interests of the Democratic party. It numbers among its members many well known democratic citizens and politicians, is the most important club of this party in Chicago, and wields a great influence in national, state and local political movements.

The club rooms in the Columbia theatre building, consisting of reception-, reading-, smoking-, billiard-, eating-, and toilet-rooms, are distributed over the different stories of the building and are very elegantly furnished.

The Standard Club.—The Standard Club, at the corner of Michigan boulevard and 24th st., is the leading Hebrew club of the city. Its members are mostly prominent business men, physicians, lawyers, etc. Its entertainments are always sure of large patronage.

The stately club-house, 68x162 feet, has four stories and is solidly built of granite blocks. The style of architecture is the so-called American, which depends upon no established school, and aims only at convenience and durability. The internal arrangements are simple, but very tasteful.

In the basement is the large, roomy kitchen, with arrangements capable of providing a banquet for 2,000 people. There is also a wine-cellar containing the best foreign wines bought at first hand by the club itself. The front part of the basement, at the north end, contains four large bowling-alleys; and at its south end, a wine-room fitted up in old-German style, with many mediaeval decorations.

In the first story is the large and elegant stairway; on the north side of the building are the library and the reading room, and on the south side a roomy, richly draped and beautifully furnished reception room. West of the entrance is the billiard room, and adjoining it, the café for gentlemen. Opposite this are the business rooms of the club, and card-rooms.

The second story contains the ladies' parlors, green-

room, dressing rooms, several large eating rooms, and the large, 60x70 foot dancing hall. In the third story there is another hall with a large stage and complete stage furnishings. This is the largest and most complete private theatre in the city, and offers ample seating room for 800 persons.

The membership of the club, which is limited to 350, now numbers 300. The initiation fee is $100.00, and the annual dues, $80.00.

Chicago Club.—*Location:* No. 43 Monroe st., between State st. and Wabash ave.

This club, founded in 1869, is one of the oldest in the city. It numbers among its members many of the most prominent men of the city, bears an exclusive character, and is the specially representative association of the city in the reception of eminent native and foreign guests.

The club-house is an elegant, five-story gothic structure. The jutting portal leads into the impressive *hall*, adjoining which are the *reception* and *reading rooms* and the *café*; the second story contains the *billiard rooms* and *library;* the third, *sleeping rooms*; the fourth, the *common* and the *private dining rooms;* and the fifth, the *kitchen*. The internal arrangements are very substantial and elegant.

The Commercial Club is an association of prominent business men, the object of which is the mutual exchange of opinions on the general commercial interests and such questions of the day, as are of especial interest to the inhabitants of Chicago. The members, the number of which is restricted to sixty, meet on the last Saturday of the months from October to April, for a dinner, and give an annual banquet. The Club makes its special task the hospitable reception of prominent visiting merchants; and, in consequence of the standing of its members, has made its influence, although very conservative and indirect, frequently effective in local affairs.

The **Germania Club**, 649 North Clark st., is the most prominent German association in the city; and owns the splendid Club house, "*Germania Hall*", which is more fully described elsewhere. The Club consists mainly of the mem-

bers of the "Germania Maenner-chor", which was founded in 1865; and has at present 500 members. Its various concerts, balls, etc., are actively participated in by the prominent Germans of the city.

News Boys' Club.—260 Clark st.

Even the newsboys have their Club. Its membership numbers 50, and the monthly dues are ten cents. A number of kindhearted women have fitted up a large room in the third story of the Imperial building, at 260 Clark st., where the street arabs may spend their evenings.

The Club opens at half past seven, at which time most of the members are „sold out". As soon as the door is opened the boys make a rush for the wash-stands, as unwashed members are not permitted in the club. For the entertainment of the boys, a number of games are provided, such as checkers, dominoes, "authors" etc.; and dumb-bells, Indian clubs and other similar apparatus is at their disposal. There is also a piano, on which the ladies play for the boys. It must be remarked here, that in this circle dreamy or old music is called "*sneaky*", and is extremely unpopular. The Serenade of Schubert or similar music is quickly interrupted with "*Aw, give us sompin' swift and jiggery.*"

A notable member of the club is business Mike:

He keeps a diary and account book that is a marvel. His method of keeping books is entirely original. It stands out in advance of the double entry system taught at commercial "colleges" like a boil on a man's neck stands away from his high collar. He has five entries. These are:

Take in.
Put in.
Take out.
Blown in.
Stuck.

Under the first head he writes an item relating to the daily receipts from his sale of papers. The next one refers to a certain place where he deposits his money. "Take out" embraces all amounts he draws from his deposits. "Blown in" represents his actual expenses. And "stuck" is the sad tale of his losses. It means papers left on his hands unsold. It means pennies lost in shooting "craps" on the sidewalk and the curbstone. It means nickels loaned to comrades and never refunded. It means dimes that drop from ragged mittens. It means all the pecuniary misfortunes that befall a lad eking out the

precarious livelihood of a newsboy. Business Mike is an odd character. His face is cracked by time and hardship. He is prematurely grown old.

The club has a library of 500 volumes.

La Salle Club.—252 West Monroe st.

The club is of a political (Republican) and social nature. The four story club house contains the usual club rooms, besides a gymnasium, bowling alley, billiard rooms, etc.

Press Club.—131 Clark st.

The conveniently located rooms of the Press Club serve well both for the social intercourse of the local members of the press, and for the reception of journalists visiting the city. The Club numbers about 200 members.

German Press Club.—Quincy Nr. 9, Randolph & La Salle sts.

This new association includes, besides journalists, many gentlemen of other professions, and has won many friends during its brief existence.

The **Banker's Club** is an association of prominent bankers of this city, who meet once a month for a dinner, at which the current questions of the financial world are discussed.

The "**Forty Club**" composed mostly of lawyers, seeks to improve taste at a good meal. It meets once a month and does homage to convivial pleasures at a choice dinner.

The **Argo Club.**—*Location:* Near Lake Michigan, on the Illinois Central Pier, at the foot of Randolph st.

The Argo (Argonauts) Club is an association of lovers of the water who have built for their own use, far from the city dust, fire-limits and taxes, a home upon the waters for the hot summer months.

At the extreme east end of the Illinois Central Pier, which reaches out into the inner harbor from the foot of Randolph street, lies the remarkable *summer residence*, which, with its *bow-sprit*, *masts*, *port-holes*, etc., looks like an old Spanish galleon of the time of the discovery of America, on a solid support, that rises about six feet above the pier. The Argo is not intended for use on the water; for a small steamer carries on the intercourse with the shore and makes the ex-

cursions out upon the lake. The structure, which can be called neither a house nor a ship, is built entirely of wood, is very elegantly fitted up, contains a gymnasium, and costs $15,000.

By a narrow stairway the inside of the "ship-house" or the first story is reached, which contains the *kitchen* and the *dining* and *sleeping rooms* for the servants. From there a second stairway leads to the middle deck or second story, with the *dining room* with its great fire-place made of red brick and glazed tiles. By another ascent one reaches the principal deck or *third story*, with comfortable nooks, look-outs, and five sleeping rooms on each side. Above this rises the *storm deck* of the ship. At one end of this there is a platform for an orchestra, and a more charming dancing-floor in the moonlight of a beautiful summer night can hardly be imagined. Leading all around the different stories are promenades.—The Argo is 35 feet wide and 65 feet long.

The Sunset Club.—*Meeting place*: shifting.

The Sunset Club is one of the most original associations in the city, and is similar to the *Twilight Club* in New York and the *Six O'clock Club* in Washington.

Its object is: to foster rational good fellowship and tolerant discussion among business and professional men of all classes. All that is needed to join, is the approval of the executive committee, which determines upon fitness for good fellowship and liberal spirit. Or, in the humorous language of Secretary McCormick:

> Any genial man,
> If he chooses, can,
> When he pays his dues,
> Join and air his views.

While there are no parliamentary rules followed there are one or two simple rules enjoined from which there can be no appeal. Paramount among these is that which positively prohibits any member from being called upon for a speech. There may be famous guests present at a meeting whose views on the subject under discussion would be eagerly heard by the assembled members, but no one may ask the chairman to request any individual in attendance, be he guest or member, for an expression. It may seem discourteous, but

the rule was made so that no member might be forced into speaking on a subject with which he was perhaps unfamiliar, yet who might consider himself bound to rise and say something, often irrelevant, thus absorbing much valuable time. After the two leading speakers have attacked the chosen subject from both sides, any member or guest may speak as the spirit moves him, but no one may be selected by the chairman for this purpose.

The subject to be discussed at the meeting is selected by a special committee which arranges for the speakers who shall discuss both sides of the question. The names of these gentlemen are never announced in advance, so that the members often meet in total ignorance of the identity of the two leaders who are to take part in the discussion, the subject of which has been previously announced. Experience has shown that the plan heightens the curiosity of the members and greatly adds to the interest of the gatherings.

The programme pursued by the club is a dinner every other Thursday at 6:15 o'clock, followed by short talks upon the topic previously announced by the secretary. The only expenses incident to membership are an annual assessment of $2 for stationery, printing and the like, and $1.50 for each dinner of which the member partakes.

A newspaper wag has termed the Sunset club "an unprincipled club," because there is a total lack of rules, regulations, by-laws and a constitution, but after reading the subjoined "declaration of principles" as formulated by "Father" Catlin, this would seem to be a misstatement. They are as follows (*read sideways*):

No Club-House
No Constitution
No Debts
No Contributions
No Accounts
No Defalcations
No By-Laws
No Stipulations
No Profanity
No Fines
No Stealing
No Combines

No President
No Bores
No Steward
No "Encores"
No Long Speeches
No Dress Coats
No Late Hours
No Perfumed Notes
No Parliamentary Rules
No Personalities
No Dudes
No Mere Formalities

No Preaching
No Dictation
No Dues
No Litigation
No Gamblers
No Dead Beats
No Embezzlers
From Foreign Retreats
No Meanness
No Vituperation
Simply
Tolerant Discussion
And Rational
Recreation.

The Twilight club restricts its speakers to five-minute talks, but the Sunset has improved on this plan by allowing each leader twenty minutes to present his views, after which a general discussion is invited, each speaker being limited to eight minutes. The dinner is usually over by 7:30; cigars are then lighted; the chairman announces the names of the leading speakers, and promptly at 9:30 the meeting adjourns. By closely adhering to this rule the gatherings never become tedious, nor do the ladies find any objections to a club that brings its sessions to a close at an hour that permits the members to return home in time for family prayers.

All sorts and all conditions of men belong to the Sunset club. Anarchists, socialist, single-tax men, democrats, republicans, mugwumps, sons of America, Europe, Asia and Australia, agnostics, atheists, christians and free-thinkers are alike enrolled on its membership list. It is the only club of the kind in Chicago where all meet on a level. At the dinner tables one may see a learned divine touching elbows with a fervid follower of the red flag, a railroad magnate hobnobbing with a labor agitator, a financial potentate side by side with a lowly clerk. Its discussions have the effect of making the radicals less radical and the conservatives more liberal in their views. It is the broadest organization in the world, and as its founder truthfully observes is "the only club where men of the widest, opposite and most radical views meet on the same platform and discuss questions in which they take a vital interest without once displaying any bitterness or descending into personality."

That its meetings have a wonderfully humanizing effect is certain. When men of pronounced anachistic and socialistic views, whose personality is unknown outside their immediate following, but whose names are familiar to every newspaper reader, are seen at the Sunset gatherings, and their conservative brethren are thus brought in direct contact with them and see that, like themselves, these leaders are real human beings, faulty in judgment, mayhap, but terribly in earnest, it engenders a certain respect in their hearts that in no other way could have been attained. Let any serious trouble arise to day in Chicago in which men of opposing views are pitted against each other, and a solution of such difficulty would be far easier now and in the future than could have been possible prior to the organization of the Sunset club.

The club never passess resolutions. It aims to discuss living subjects of vital interest to the people, and in this way performs the work of a citizens committee. An idea of what has been discussed

by the members of the Sunset club since its inception may be gained by scanning the titles of a few of the subjects over which the Sunsetters have lovingly lingered. A dozen or so are given here! "Speculation, Its Use and Abuses;" "Party Allegiance;" Single Tax;" "Socialism;" "Anarchy;" "The Sunday Question;" "Our Public School System;" "Newspapers, Their Rights and Duties;" "Subsidies and the Tariff;" "Strikes and Lockouts;" "Pensions, Civil and Military;" "Ballot Reform;" "Money and its Functions;" "Our Jury System: How Can It Be Improved?" "Municipal Civil Service Reform;" "Foreign Trade and Reciprocity" and many more of an equally interesting nature.

The Twentieth Century Club numbers 200 members among whom are many ladies of the most distinguished circles.

It has for its objects the furtherance of intellectual interests and the entertainment of prominent strangers. The meetings are held at the various homes of its members.

The **Girls' Friendly Society.**—334-336 Huron st., is the name of an association having for its aim the improvement of the condition of the working girls.

The society, founded in 1886, after the English model, is recruited from ladies of the various Episcopal communities, who endeavor, in every way, to assist unprotected girls of all denominations and nationalities who arrive in the city, or are already settled there. This assistance is so discreetly exercised that it does not in the least savor of charity.

If the girl has previously notified the society of the time of her arrival in the city, she is received by a representative of said society, which then provides suitable lodgings and endeavors to procure employment for the girl. She also enjoys in the rooms of the society the advantage of social intercourse with other girls of her station.

The head-quarters of the society, which counts 300 girls for regular members, are at Nos. 334 and 336 Huron st., where, in the nicely furnished rooms, two social evenings are held every week, in which the girls divert themselves by music, various games, dress-making, cooking, etc. Candidates in the latter art may, for five cents, use the material provided

by the society, cook what they desire, and take the dishes home if they choose.

There are, besides, branches in connection with the various churches. The majority of the girls are type-writers, sales girls and waitresses. They live together most harmoniously. Discussion of religious problems is excluded from their conversation.

Every lady of the society takes special care of ten or twelve girls, on whom she calls from time to time in their rooms, encouraging them to address themselves to her when in trouble and assisting them in every way.

Conditions for admittance to the protection of the society are a nominal assessment of 25 cts. per year and a good character. After the candidate has been for six months on probation, she receives a silver cross with the inscription: "Help your neighbor bear his burden."

The warm interest taken in them, and the sympathy for their small troubles, is greatly appreciated by the girls.

It is to be desired that this sort of humanity find the widest propagation.

The **Young Men's Christian Association.**—*Location:* 147 Madison st., near La Salle st.

The association aims to furnish to young men who are living in the city without friends and associates, a stopping place, assistance in making life a success, and opportunities for social intercourse. The association, however, is not a relief bureau, nor is it a club; but a fraternal society existing for the especial benefit of self-supporting young men. The annual dues of the members, who are not required to have a connection with a church, but who must have a good character, are $5.00. And in return, the advantages of the tastefully furnished reception-room, the well equipped gymnasium, bath and toilet rooms, a play-room equipped with many kinds of games, reading room, library, etc., are open to them. There is also an employment bureau and a boarding-house register. All sorts of summer excursions, games in the open air, etc., constitute the social entertainments in the hot summer season.

The expenses of the management, which are only partly covered by membership dues, are paid by subscriptions of rich merchants, etc. The association building is open every week day from 8:30 a. m. to 10:00 p. m., and Sundays from 2:00 to 7:30 p. m,

The association, which numbers more than 5,500 members, supports nine branches distributed over the city and suburbs; and is about to erect for its own purposes a large building which, according to present plans, promises to be arranged internally on a large scale and well adapted to the purposes for which it is intended.

The **Working Woman's Home Association.**—*Location:* 21 South Peoria st.

The purpose of the association is to offer to working girls and women, food and shelter of a home-like sort, which their small earnings will not otherwise furnish. Following are a number of extracts from the prospectus of the association:

"Our aim has been to furnish a home where no respectable girl, needing assistance would be refused, no matter what the circumstances, nationality or religion, assisting those who are trying to help themselves, making it possible for those who earn but little to live comfortably and respectably.

"We have no 'institution' with 'inmates,' but we have a home where the girls are as one household, with due courtesy and consideration for the comforts of each other.

"Our home is the Headquarters for *all working women, whether living there or not.* They have the free use of stationery, reading, sewing, bath rooms and laundry. A typewriter has been placed there for the use of those who desire to practice. We have assisted a large number to employment as domestics, as well as in stores and factories. The evenings are given up to rest and recreation. Our Bauer Piano, books and papers add much to the social life. Musical and literary friends have provided entertainments, and steamboat excursions and theater tickets have been kindly sent for those who desired to go."

The participants of these benefits now number about 600

annually. A building, "the Minnetonka," with room for 200 girls, is soon to be built on the West Side. The subscribing members of the association consist of many of the prominent business houses of the city and of the whole country.

The **Chicago Camera Club.**—*Club rooms:* 182 Wabash ave.

An association of amateur photographers, consisting of ladies and gentlemen of the best society. The club has extensive and complete arrangements, in the upper stories of the building, for the practical work of the art. The workrooms are open to the members at all times. The club has already produced some very creditable work; has a reading-room with a rich collection of photographic books and periodicals, and specimens of the work of the members. The club holds a meeting on the second Tuesday evening of each month, at which photographic subjects are discussed, new methods explained, or, at times, exhibitions held.

The admission fee is $10.00; and the annual dues $12.00.

The **Chicago Florist Club** is a very prosperous association of flower-lovers. It holds an annual well-patronized public exhibition. The exhibition of 1890 brought together a surprisingly varied and beautiful collection of chrysanthemums, a rich collection of orchids, splendid roses, artistic flower pieces, etc. There is connected with the exhibition, a distribution of prizes for the best productions.

SPORTING CLUBS.

Chicago Athletic Association.—*Location:* Michigan ave., south of Madison st.

This club, whose aim is the physical culture and social intercourse of its members, possesses in its new home, one of the finest club houses in the country. The new building, erected at a cost of half a million, is a ten story, architecturally impressive structure, in the style of the Venetian Gothic, with loggias, balconies, etc. The material is gray stone and yellow brick; and the building covers an area of 80x172 feet.

The basement contains eight *bowling alleys*, a long *shooting gallery*, *bicycle rooms*, machinery, etc.

The first floor is entered from Michigan avenue, through the beautiful portal. Adjoining the large vestibule are the *offices* and *reception rooms*. At the rear on this floor are *Russian* and *Turkish baths*, a *swimming reservoir* measuring 40x60 feet and the resting and dressing rooms connected with them, *barber-shop*, etc.

The second story is largely taken up by the large *hall;* and besides this there are the *billiard rooms* and *cafe*. Facing the street are several balconies.

The principal divisions of the third story are the *library* and *reading-rooms*, various club rooms and the director's room. The fourth and fifth stories are occupied by the *gymnasium*, *fencing-rooms*, etc. At the level of the fifth story the gymnasium is girdled by a *running track*. In the sixth and seventh stories are sleeping rooms with bath-rooms, etc.

The eighth story has the *kitchen*, a large *dining hall*, and a number of smaller, private eating rooms, and a long, roomy balcony. The ninth and tenth stories form a single space, lit up by sky-light and occupied by *tennis* and *racquet courts*.

Office of the club, 1005, Owing's Building. The admission fee is $100.00; the club has already 1400 members.

Farragut Boat Club.—*Location:* Club House, 3016 Lake Park ave.

This club is one of the oldest and most influential boat clubs in the country. The club owns a beautiful building with a basement and two stories, especially built for the club. Its peculiar architecture, many balconies, fine tower and projecting gables give it a very striking appearance.

In the basement are the *bowling alley*, the *pool room* and the lavatories. The first floor contains the *parlors*, the *reception room*, the *billiard room*, the *card room* and the *library*. The second floor is devoted to the *dancing hall* and a perfectly appointed little *theatre*, with a full stock of scenery and properties, and a seating capacity of four hundred.

A series of entertainments are given here each winter, and the Farragut Boat Club Theatricals have become famous, attaining as they do to a pitch of excellence rarely reached by amateur efforts.

Race Course, Washington Park.

The boat house proper is a one story building, at the foot of Thirty-third street. The club owns about twenty-five boats, including an eight-oared barge, four-oared shells, four-oared gigs, singles and double shells, single and double training boats, and pleasure boats of all descriptions. The initiation fee to the Farragut is fifty and the dues are thirty dollars a year.

The Fox Lake Shooting and Fishing Club, takes its name from Fox Lake (see excursions, "Fox Lake") on the west shore of which stands the fine club house. A boat house with a billiard room is built directly on the lake shore. The establishment is provided with out-door games, hammocks, a number of large and small boats and much other sporting apparatus.

The Washington Park Club, with its club house at South Park Avenue and 61st Street, is an association similar to the American Jockey Club of New York and the famous European Jockey Clubs.

The extensive wooden club house, although elegantly fitted up, is regarded more as a meeting place than as a club house, and is managed accordingly. The club owns an excellent mile race track, eighty feet wide. The annual and very numerous races are extensively patronized by the sporting fraternity and the general public. The club contains a large number of members of the wealthy circles.

Suburbs of Chicago.

Pullman.—*Site*: Fourteen miles south of the Court-house, and on the west shore of Calumet Lake. *Access*: Illinois Central Depot; trip, 50 minutes; round trip, 50 cents.

This place, founded in 1880 on the open prairie, as the location of the famous *Pullman Car Works*, has for some time since its origin attracted public attention both here and in the country at large. The place, which presents a real model of a site of industrial business on a large scale, stretches over a distance of two miles from north to south; and its average width is half a mile. The laying out of the drainage system, and the gas and water pipes for the many thousand people, was mostly finished before the building of the factories and dwellings of the workmen was begun. Then, in the course of a single year on a great stretch of lonely prairie, there arose a modern city, which now has 11,000 inhabitants, and presents extensive workshops and many hundred pretty dwellings for the workmen and their families. The internal arrangement of the latter is carefully adapted to the health and comfort of the occupants.

Leaving the beautiful depot, and passing eastward between fine improvements and flower beds, one reaches the broad boulevard with its view out upon the expanse of *Calumet Lake*. To the left of the depot and the boulevard is seen the low stone wall which surrounds the grounds occupied by the company's great car works.

This is a very extensive one-story brick building with an attractive front, which in the centre rises into a three-story structure, occupied by the offices of the company, with a graceful tower above containing a clock.

Across the roof of the car works can be seen the unique top of the *water tower*, which is of stone and about 200 feet high, octagonal in arrangement, and with a semi-Moorish pinnacle at the top. Directly in front of the car works is a pretty artificial lake, with a spray rising high in the air at the north

end. To the right across the park is the *Arcade Building*, in which all the mercantile business is transacted, and which contains the *Bank* and the *Postoffice*. On the second floor is to be found the *Theatre* and the *Library*, while on the third are *lodge rooms* used by the various orders and societies of the place. The theatre is a pretty one, accommodating 1,000 people, and is fitted up with all modern conveniences. Plays or concerts are given here once a week at very moderate prices and are liberally patronized. In the park just east of the Arcade can be seen the stand where during the summer concerts are given twice a week by the celebrated *Pullman Band*.

To the southeast across the park the eye finds relief from the monotony of red brick to be seen in so many directions, by the pretty *green stone church*, and parsonage adjoining. Near by, just across the park, stands the *Hotel Florence*, an attractive and commodious hotel surrounded by neat lawns and well-arranged flower beds.

To the west across the railroad tracks, in a rapidly growing section of the town, stands the new *Catholic Church* with its lofty brick tower.

A large section of unimproved land lies west of the tracks between them and Roseland, the western boundary of Pullman.

A short stroll to the left along the edge of the artificial lake brings the visitor to the entrance of the *Car Works*. Through the windows can be seen some of the latest Pullman palace cars receiving their finishing touches. At the entrance is posted a bulletin with a notice that, owing to the interference with the work which is caused by visitors strolling about the shops, it has been found necessary to restrict visitors to the engine room and the water works. The visitor will sigh, but will avail himself of the opportunity to witness the workings of the great Corliss engine and to penetrate the mysteries of the water tower. The great *Corliss Engine* was built in 1876 at Providence, R. I., is of 2500 horse-power and weighs 700 tons. This engine furnished the power for the Centennial Exposition at Philadelphia and was purchased by

Mr. Pullman in 1880, and started here April 5, 1881. The immense gear fly wheel of this engine is 30 feet in diameter, 24 inches wide on the face and weighs 56 tons. It is the largest gear wheel in the world. It makes 36 revolutions a minute. Besides the Corliss engine the Pullman Company has in their works fourteen other engines, making a total of 5,135 horse-power. This company uses 50,000 tons of coal a year. The water tower is 195 feet above and 40 feet below the ground. At its top is a tank 56 feet across and 30 feet deep, holding 500,000 gallons of water. Underneath the tower is a reservoir, holding 300,000 gallons, to which all the sewage of the town runs by gravity and whence it is pumped to a farm three miles distant.

North of the car works and water tower are situated the foundries, machine shops and iron works of the company.

As our time is limited we will retrace our steps past the railroad station, and take a short walk through the main streets of the place, which will be found very interesting. An order of neatness and quiet pervades the atmosphere, although the absence of stores makes the scene at times a little monotonous. On the boulevard and the streets adjacent to the depot are situated the better class of residences in which the officials and well-paid employes of the company reside.

At the end of the boulevard is a strip of land known as the *Island*. Here are boat houses, grand stands and grounds especially prepared for athletic exercises.

Lake Calumet is a famous place for holding regattas and the grounds are thronged by many thousands from Chicago when any interesting event takes place. In winter the ice affords excellent skating which is largely taken advantage of by the youthful portion of the community.

Across the water, situated between Lake Calumet and Lake Michigan, can be seen the chimneys and smoke stacks of South Chicago belching forth volumes of flames and smoke. To the south the landscape is broken by the new manufacturing towns springing up in the northern border of Indiana.

Turning back from the edge of the lake we stroll to the South, past the ball park, and after a few minutes' walk notice that the houses in this portion of the place are built of cheaper material than those that front on the main streets. Here reside the laborers and mechanics employed in the wood-working departments. The windows are neatly curtained, the children playing about look comfortable and well-dressed, and there is an entire absence of any suggestion of degradation or want which so frequently surrounds the homes of the workingmen in a crowded city. All these houses are well supplied with water, gas and sanitary conveniences.

The advent of a grocer's or butcher's wagon in this part of the town is the signal for a gathering of the neighboring housewives with an army of children about them, who barter and trade with these hucksters, as they thus save the time necessary to visit the stores in the Arcade.

In a walk back to the depot the visitor passes a great variety of residences of many grades, as the houses and apartments rent for from $5 to $50 a month, and the buildings are built in a corresponding manner.

The *Iron Works* of the company are situated north of the car works, and that section is built up in a manner like the southern portion. All the ironworkers reside close to the shops. While the great majority of the workers in the shops reside in Pullman, still a large number of people residing in Kensington and Roseland find employment here.

Following are some interesting statements relating to features of this well-known place :

All the stores in the Arcade building are owned by the *Arcade Mercantile Company*. This is purely a private enterprise and no restriction is placed on the residents as to where they shall make their purchases.

Pullman has a prosperous *athletic association* and has one of the finest *military bands* in the West. Its members are recruited from the employes and it now has forty musicians.

Operatives to the number of 5,250 are employed in all the industries here and their average earnings are $2 a day each, or over $600 a year. Some mechanics earn $3 to $4 per day.

The *Pullman Loan and Savings Bank* in the Arcade has 1525 savings depositors and their deposits aggregate $400,000.

The Pullman Co. own a *dairy farm* on the Calumet river with about 100 cows. The milk is all sold in Pullman and vicinity.

There are five resident physicians in Pullman. Births average four to each death. *Death rate* has never exceeded eleven per annum for each thousand of population, less than half the average for American cities.

The various industries are the *Pullman Car Shops*, the *Union Foundry*, the *Drop Forge and Foundry Co.*, the *Iron and Steel Works*, the *Paint Works*, the *Brick Works*, the *Street Car Works*, the *Terra-Cotta Works*, the *Stand and Knitting Mills* and the *Columbian Screw Factory*.

The *total value of the finished product* from all the manufactories at Pullman is now about fifteen million dollars a year.

On July 31st 1890 there were 5223 *workmen* in all the industries at Pullman and their *nativity* is as follows: Born in the United States 1738; Sweden 967; Germany 581; Holland 557; England 372; Ireland 318; Canada 206; Norway 108; Scotland 80; Denmark 62; Italy 57; Austria 39; Poland 31; Wales 27; Switzerland 24; France 23; Belgium 9; Bohemia 8; Hungary 6; Russia 4; Mexico 2; Australia 2; Hayti 1; Greece 1.

Pullman has now a *population* of 11,000 and 10,000 more reside within a mile of its depot. The land owned by the Pullman Co. is sufficient to accommodate 1,250,000 people.

The *Iron and Steel Works* turn out one hundred tons of rolled iron a day.

Lake Calumet on the border of which Pullman is situated, is three and a half miles long and one and a half miles wide.

The *Pullman Library* contains 7000 volumes and takes seventy papers and periodicals. It is a personal gift from Mr. George M. Pullman and is a circulating library.

Tenants rent their dwellings from the company and rents are payable semi-monthly. Gas and water are charged monthly by water measurement.

The *water* used is from Lake Michigan.

Wages are paid semi-monthly with checks on the Pullman bank.

The *Allen Paper Car Wheel Works* have a capacity of 12,000 wheels a year. The Allen wheel consists of a steel tire, an iron hub, a centre or core of paper which has been compressed, dried and seasoned and is protected on either side by plates of boiler iron, and all

accurately bolted and riveted together. These wheels are used under all new Pullman cars and the best class of private cars and passenger coaches. One of these wheels will run over 350,000 miles before it is unfit for service. The paper cores can then be used again with new tires, hubs and covering. Their principal value consists in that they prevent the transmission of vibration occasioned by the conduct between tire and rail, and as a result, there is no disintegration or granulation of any portion of the metal composing the wheels or axles. These wheels cost from $60 to $100 each.

South Chicago.—*Site:* Twelve miles south of the Court house, near the mouth of Calumet river. *Access:* See list of suburban trains. It may be reached in about 40 minutes, by three different railroads, or, in summer, by excursion boats from Clark st. bridge in one hour, round trip 50 cents.

South Chicago, with its 20,000 inhabitants, is a rapidly growing manufacturing town, Its most important establishment is the works of the *Illinois Steel Company*, the *South Chicago Rolling Mills*, which employ 5,000 workmen in the manufacture of steel rails. The company, with a capital of $25,000,000, controls the North Chicago Rolling Mills, the South Chicago Rolling Mills and the Milwaukee (Wis.) Rolling Mills, the Joliet (Ill.) Steel Works and the Union Steel Works (Chicago). It also owns its own railroad equipment of 2,000 cars and 59 locomotives, and its own coal lands.

The product handled in and shipped from the various works was thus:

	Gross Tons.
Pig iron and spiegel	647,017
Bessemer ingot	751,833
Rails	539,603
Billets	81,585
Rods	49,800
Bar iron and steel	56,415
Beams and channels	5,161
Total	2,131,414

In the manufacture of this product there were used in round numbers the following materials:

	Gross Tons.
Iron ore	11,000,000
Coke	7,000,000
Coal	2,000,000
Total	20,000,000

About 10,000 men are employed in the mills of the company, and the pay-rolls for the year ending June 30, 1890, amounted to about $6,000,000. Additions are being made to the plant in a large open hearth steel works and plate mill and a mill for rolling all classes of structural iron, which will increase the capacity of the works of this company to about 3,600,000 gross tons.

The steel is cast into ingots 16 inches square making six rails each. The ingots are taken from the pits and conveyed in an upright position to the soaking pits (holes containing 8 or 10 ingots fired with gas, passing through regenerators) and after heating are taken to the blooming train. Here an ingot is reduced in nine passes to a bloom eight inches square which is cut into two blooms each making three rails. Ordinarily these blooms are rolled direct to rails; but a furnace is provided for reheating any that are toocold to roll. The rail train is in two parts (each driven by a separate engine) placed parallel to each other and eighty feet apart. The bloom after roughing (five passes) in the first train goes to the second in which it makes four passes and then returns to the first train where it is finished to a rail in four passes. The rail then passes to the saws and hot-bed and to a very complete finishing where it is straightened, drilled, and inspected, and loaded in cars.

An interesting detail of this plant is the use of crude petroleum for firing boilers. The oil is delivered to the works by a pipe connecting with the main pipe line from Lima, Ohio, 208 miles distant.

A dock for the *building of iron and steel ships* is a newer establishment, and bids fair to become an important factor in the development of South Chicago. Other *iron* and *steel works*, *gold* and *silver smelting works*, etc., the number of which is constantly increasing, make the place a more and more potent factor in the metal industry.

***Fort Sheridan.**—*Site:* Twenty-four miles north of the Courthouse, on the shore of Lake Michigan. *Access:* See list of suburban trains.

The physiognomy of the streets of the American metropolis differs from that of the European capital, perhaps, in nothing more than by the absence of all uniforms. Everybody appears in this country in citizen's clothing, except the letter carrier, who wears a quiet gray, and the policeman, who has a blue uniform.

The entire American army counting hardly as many men as a single European army division, and these troops being stationed chiefly in remote frontier districts, the sight of a United States soldier is a rare occurrence.

Chicago has, however, a small military detachment in its immediate neighborhood, a company of regular United States troops, composed of soldiers enlisted for five years. This military, which during the labor troubles in 1877 contributed much to the re-establishment of order, was stationed in the vicinity of Chicago in accordance with the wishes of large business firms which offered the government in return, a tract of land comprising 500 acres, to be used for military purposes. This land is now called Fort Sheridan, and is picturesquely situated on the densely wooded shore of the lake with its clefts and ravines, beyond the suburb of Evanston.

The buildings are long barracks with a tall water tower, stables, rooms for stores and ammunition, bakery, and separate dwellings for officers and subalterns. The men in their simple, but suitable uniforms make a good impression. Drawing a salary of from $13 to $18 per month, and having rather easy duties, their life is agreeable enough.

A canteen in connection with the dining room will be opened soon, furnishing the men with wine and beer (no whisky) at reasonable prices. The gain netted from the sale of these articles will in some other way be expended for the benefit of the men.

The garrison is to be gradually enlarged to eight companies of infantry and four squadrons of cavalry.

Being designed to represent a model garrison of the United States, Fort Sheridan is to be appointed in most liberal manner, at a cost of nearly a million.

Evanston. *Site:* 12 miles north of the Court House. *Access:* Chicago & Northw. R. R. (Milw. Div.) or Chic., Milw., & St. Paul R. R. (Evanston Div.) *Trip*, 38 minutes; *round trip*, 60 cts.

Evanston, which now lies only a few miles from the northern border of Chicago, is one of the most important suburbs of the city. A large part of its 10,000 inhabitants are

prosperous Chicago business men, who here enjoy the charm of a half rural life and the advantages of a modern, well-ordered community. Another large portion of the population consists of the students, teachers and others directly or indirectly interested in the great *Northwestern University*, to which Evanston largely owes its fame and prosperity. These two elements give to the town its quiet, grave and in part distinguished character. Moreover, the prohibition of liquor-selling, which applies to an area extending four miles from the university, shuts out many signs of liveliness, and all noisy amusements.

The pure air, free from dust and smoke, the constant breeze from across the lake, the pure water and the elevation of the place were inviting factors that prompted men to settle; then, too, the city was very wisely platted with reference to the existing beauties of the landscape. The streets are broad, paved throughout, provided with perfect sidewalks, and lighted by electricity. The houses, almost without exception, stand apart from each other, in beautiful lawns or well kept gardens. The streets and open places are thickly studded with trees and shrubs, and the *Sheridan Road*, running along the lake shore, equals the boulevards of Chicago. Everything suggests neatness, quiet and wealth. The town begins north of Calvary Cemetery, with the recent settlement of 2,000 inhabitants, called South Evanston, and stretches several miles along the lake shore.

A considerable portion of Evanston lies west of the two above-mentioned railroads; the most important and beautiful part however, lies toward the lake. The houses of the more fashionable part of the city, which resemble country seats, in their style suggest English models; and among some of the more recent houses as well as among the buildings belonging to the university, are some of noteworthy architecture. Among the churches are to be mentioned the First Methodist church (Hinman Ave. & Church st.), a fine, gothic brick structure, and the First Congregational church. The latter is of Roman type, with a beautiful interior and stained-glass

windows. And recognizable at a great distance is the First Baptist church, with its tapering steeple.

To get a view of the town one can leave either of the two depots, which lie close together, walk a short distance southward to Dempster street and follow the latter eastward to the lake. From here a pier stretches out into the water; and at the same point begins the magnificent Sheridan Road, which runs northward along the shore. On the landward side of this road with its beautiful foot- and driveways, are the most handsome residences of Evanston, alternating with public plats; and to the right there is an uninterrupted view out upon the expanse of clear water of Lake Michigan. After passing a second pier and a large boat club house, the *Life Saving Station* is reached; and here the Sheridan Road turns and runs westward for a short distance, and then turns northward and runs parallel to the lake shore. The plat of land lying between the road and the lake, which rises somewhat toward the north, constitutes the *University grounds;* and contains a group of nine buildings, some of which are of considerable size and noteworthy architecture. Passing through the oak grove of the University grounds and staying close to the shore, one reaches the new *astronomical observatory*, which stands by itself and farthest to the north; and returns to the Sheridan Road, after taking a view of the *water works* and *light house*, which are near by. From the light-house tower the university buildings are passed in review, and then passing through University Place, one reaches the large five story "Woman's College", which likewise belongs to the university, from where a few minutes walk brings us back to the depot.

Edgewater.—*Site:* Seven miles north of the Court House; *Access:* See list of sub. trains.

A pretty little suburb with about 1000 inhabitants. Sheridan Drive, that beautiful highway, which is a prolongation of the lake shore drive at Lincoln Park, passes through it, and affords an opportunity to see aconsiderable number of elegant residences and park like plats. The suburb has a pretty Methodist church, an Episcopal church, a public hall

and electric lighting. It has also a boat club, a shooting club, tennis court, a bath house on the lake shore and various social unions. As the property is sold only on the condition of the erection of elegant residences, the young suburb, with its beautiful location, is assured of a very fashionable character.

Riverside, (*and Forest Home Cemetery, Waldheim Cemetery and Altenheim; time required for a visit, ½ to ¾ of a day*). *Site:* 11½ miles west of court house, on the Des Plaines river. *Access:* C. B. & Q. R. R. Trip, 35 minutes. Round trip, 50c.; Gage's Hotel, near the depot.

Riverside is one of Chicago's finest suburbs. The extensive forest growths of the region, the beautiful Des Plaines river with its rapids, islands and high, bushy banks, and the changing character of the ground have been skillfully used in making a choice residence district. The village is platted in a park-like way; the isolated residences all stand free from each other in pretty lawns or gardens and are separated by patches of the untouched original forest trees. There are splendid foot and drive-ways everywhere. They run only in curves, and hence the view of the place is somewhat obstructed. Otherwise the absence of straight lines leaves a favorable effect. Of the public buildings several are of a striking character, for example, the *Presbyterian church.*

For a *general view* one would go north from the station, past the striking water tower (with the pumping station in the basement). Continuing to the right and then southward, one reaches the railway track again; crossing this and continuing southward, the *continuation* of *Ogden avenue* is reached, and a short distance to the westward, the *Des Plaines river.* Without crossing the Ogden avenue bridge, one would follow the east bank of the river, up the stream. The way leads beneath shady trees along the bank, which is here 30 feet high, and affords fine views through the woods. Then the *hotel* by the river is passed, and immediately afterwards, a narrow in the bed of the stream with its roaring rapids. Then follows a second bridge; above this, a big dam, and immediately afterwards, the mouth of *Salt Creek.*

Shortly after the stream turns in a northerly direction again where the railroad crosses it by an iron bridge.

From this point a foot-path leads along the east bank of the Des Plaines river to the *picnic grounds*, two miles to the north on the continuation of W. 22d st. (These grounds can also be reached by carriage from Riverside; the road is good, but monotonous and unshaded). This walk runs for three or four miles close to the river-bank and affords many charming views of the river. 1¾ miles farther on one crosses the track of the Illinois Central R. R., and soon afterwards reaches Riverside st. (W. 22d st.) and the picnic grounds. The latter lie on the bank of the river and have a fine growth of trees.

About two miles north of here begins the extended group of cemeteries, which stretch over a distance of two miles between the road and the river. There are, first, the seven Jewish burial places, and then *Forest Home* and *Waldheim* (Opposite the entrance of the latter there are restaurants and taverns). Adjoining Waldheim is the narrow *Concordia* Cemetery, which stretches along the Des Plaines river.

Altenheim.—*Site:* In the southwestern part of Harlem, 11 miles west of the court house. *Access:* Wisconsin Central R. R. Station Altenheim. 45 minutes. Round trip, 50c.

Altenheim stands on a large plat of ground, which forms partly agricultural and pasture land, and partly vegetable gardens. The northeastern part is covered by a shady little grove, the "*Louisen-hain*," which is much used for picnics, etc.

Around the principal building are grouped the out-buildings necessary for the milk and farming business; viz.; barns, stables, and storehouses, besides a boiler-house and a large ice-house. Besides these there are the restaurant in the grove and a bowling alley.

The *principal building* is a handsome, three story brick structure, with a basement. The main front turns to the north, facing the boulevard-like approach, and bears the inscription: "*German home in foreign land—Protect thee, God, with mighty hand!*" The two ends have large verandas at the level of the first and second stories. The *basement*

contains the dining rooms for the inmates as well as for guests and visitors smoking rooms, gas room, provision room, kitchen, rooms for the domestics, etc. In the first story there are a number of private rooms, a pretty parlor, an apothecary's shop and sick rooms. On this floor there is a memorial tablet to the larger donors. The other two stories are entirely taken up with the rooms of the inmates.

The location and arrangements of Altenheim may be regarded as model. The quiet surroundings and the pure air add markedly to the healthful condition of the inmates.

There are arrangements for providing visitors to Altenheim and its neighborhood with coffee, cake and cold victuals and a substantial meal at dinner for from 25 to 35 cents. Cheap and very much to be recommended!

Lake Forest. —*Site:* On the shore of Lake Michigan, twenty-eight miles north of the city. *Access:* See list of suburban trains. Its site occupies the highest elevation of land along the lake between Chicago and Milwaukee. The bluff is broken by deep and picturesque ravines; except where cleared for lawns and buildings, it is covered with an unbroken native forest. The town was originally laid out as a park, and is entirely devoted to residences and the *University buildings.* The charter prohibits the sale of all intoxicating drinks, and its provisions are rigidly enforced. Local trains on the Mil. div. of the Chic. & Northw. R. R. give hourly communication with Chicago. Lake Forest thus combines the advantages of residence in a city with those of an attractive and healthful resort.

Summer Resorts. Excursions.

The immediate neighborhood of Chicago offers but little in the way of landscape beauty, Most of the suburbs have the uniform pleasing character of prairie country dotted with occasional trees. Only the lake shore toward the north, beginning about ten miles from the City Hall, shows variations. The lake shore here becomes steep, in places reaching a height of 80 feet, is much broken by deep ravines, and shows in a few of the old suburbs, like Winnetka, some splendid old forest growths.

However, the number of easily accessible summer resorts in the neighboring states of Michigan and Wisconsin is very great. Wisconsin especially offers exceedingly romantic and charming scenery. In its numerous little lakes, rivers, brooks, the larger lakes with their interesting shores, bays, etc., in the remarkable rock-formations, primeval forests, etc. the tourist, the lover of nature, the angler, the hunter and the geologist, find inexhaustible resources.

We hope to give, in another edition of this book, more detailed attention to this subject than is done here.

St. Joseph, Mich.—*Site:* 95 miles from Chicago. *Access:* Michigan Central RR., 3½ hours. *Fare*, first class, $2.85. The favorite route is however by water, on steamboats of the St. Joseph line (near corner Wabash Ave. and South Water St.) which are run regularly during the season. The place is visited by hundreds of excursionists on warm summer days, especially Sundays. The journey, which is exceedingly refreshing, takes about four hours each way and may therefore be effected in one day. Excursion tickets $1.00. This, however, leaves no time for sailing up the picturesque river St. Joseph (Royalton Hights, about two miles up on the right of the bend of the river; very fine view.) Excursionists wishing to spend a pleasant day out of doors in the vicinity of Chicago, could not select a more favorable spot. Round trip

Douglas Monument.

Water-works Crib.

on *Saturday* and *Sunday* $2.00. Provisions sufficient for one day should be taken aboard (no "refreshments" are sold on Sunday at St. Joseph), and the boat leaving Chicago at 11.30 on Saturday evening should be taken.

Those who are fond of rowing, may find boats of all sizes at the boat-house of *Drake & Wallace*, near the landing stage; or an oarsman may be hired for $1.00 and meals per day. In the latter case it is advisable to engage a man the day before. A small steamboat "May Graham" leaves St. Joseph at 8 o'clock A. M. and runs up the river as far as Berrien Springs, a distance of 25 miles. Returns in the evening, in time for the boat bound for Chicago.

Geneva Lake, Wis.—*Site:* 71 miles from Chicago. *Access:* Chicago & Northwestern RR. Round trip, $3.75.

The place is named after the extensive Lake Geneva which with its fine surrounding woods, hills, meadows, bays, etc. affords a very attractive and varied picture. In the extraordinarily clear water of the lake live a great variety of fine fish. The shores are dotted with numerous magnificent cottages owned by rich inhabitants of Chicago and Milwaukee who, for the most part, have also their own steam yachts, sailing vessels etc. The visitor can be amply accomodated with boats on the lake, which is on fine summer days very animated.

Mackinac Island Mich., formerly called **Michilimackinac**, *Site:* 374 miles from Chicago, *Access* in 22 hours by the Chicago and Northwestern R. R. *Fare*: first class $12.75, During the season by *steamboat*: Northern Michigan Line; or Lake Michigan and Lake Superior Transportation Co.; *Round trip*, $15.00.

The small town of Mackinac (about 1,000 inhab.) is situated on Mackinac island covering about 6 sq. miles, in the straits of Mackinac which connect lakes Michigan and Huron. A steam-ferry plies between Mackinaw City in Michigan and Mackinac Island. The place is romantically situated among curiously shaped rocks and is very interesting from a geological point of view. A missionary station was very ear-

ly established there, and the French missionary Marquette went thence to Chicago, being one of the very first white visitors to the place.

The old buildings of Fort Mackinaw, which are nearly a hundred years old and furnish curious relics from the old Indian wars are still occupied by two companies of United States troops. The curiously formed rocks, the trees growing from the ledges, the splendid air, the view of the beautiful harbor, make Mackinac a very attractive spot. Very interesting phenomena are the *Arched Rocks*, a natural bridge 150 feet in height, the grottoes, the grotesquely shaped rocks, etc.

The place which is much frequented, offers all the accommodations of the fashionable watering places.

The traveller will be well repaid by an excursion to St. Mary's River which empties into the lake east of Mackinac and has many islands dotted with trees.

Duluth, Minn.—*Access:* C. & N. W. RR. *Round Trip:* $24.00.

Duluth is one of the newer cities, and has had a remarkable growth in recent years; it has now a population of 32,725. It is situated on Lake Superior, the largest fresh-water lake in the world, which has an area of 32,000 square miles, is of remarkable depth, and has wonderfully clear, cold water; besides, it is well stocked with fish.

The city is a favorable place from which to make excursions to the interesting islands of Lake Superior and into the northwestern primeval forests. The city of Duluth itself is built on terraces, lying on a rocky shore that in places rises to a height of 500 feet. A splendid boulevard, 30 miles long, runs along the edge of the rocky shore; and from a small hill above the city there is a magnificent view out upon the lake. The lover of wild, romantic landscape will find in the parks of Duluth: Lester and Chester parks, with their many streams forcing their way through narrow rocky beds and broken by frequent waterfalls, a varied landscape many miles in extent.

Lake Minnetonka.—*Site:* 420 miles from Chicago; 20 miles from Minneapolis, Chic. & Northw. R. R. and Chic.,

Milw. & St. Paul R. R. to St. Paul or Minneapolis, and from there by one of the many excursion trains to Minnetonka. 15 hours; *Round Trip* $21.00.

This picturesque and much frequented resort lies in a wide forest district interrupted by many small lakes. Its Indian name means "great water". The lake, which is sixteen miles long, consists of a chain of about 25 coves and basins connected by channels, and dotted with many islands. The shore line, with its irregular windings, is 200 miles long, and is thickly covered with forest. Lovers of water sports find here in fishing, rowing, or on the little steam-yachts all their anticipations fulfilled; but the lake is most of all recommended to lovers of nature and tourists. Among the places on the lake shore, the following may be mentioned: Minnetonka Lake Park (Minnetonka Park Hotel); Carron's Bay (Hotel La Fayette, Hotel St. Louis); Mound City, (Chapman House).

Sheboygan, Wisc.—*Site:* 191 miles north of Chicago (140 miles by boat). Chicago & Northw. R. R., *Trip,* 15 hours. *Round Trip:* about $8.00. By Goodrich steamer, $6.00. Hotels: Grand Hotel, Park Hotel, Pape's House, Kossuth House, besides many private houses.

This place, with 20,000 inhabitants, is situated on Lake Michigan and has besides its own industries, an active lake trade. The Chippewa Indians called the place Sheub-wau-wau-gun, that is, "a subterranean cavern traversed by water". The beautiful situation of Sheboygan, its pretty streets and parks furnish pleasant promenades; and to these are added quietness and the cool lake breeze. The lake affords fine opportunities for fishing, boating and bathing.

North-west of the city, in the midst of an old pine grove is a mineral spring from which the water rises 114 feet high. It is called the *Sheboygan Springs;* the composition of its water is similar to the *Kissingen* water, and is used for rheumatism, malaria, kidney and liver diseases. The bore is 1480 feet deep.

Elkhart Lake, Wis.—*Site*: Glenbeulah Station: 171miles from Chicago. *Access:*Chic. & Northw. R. R., 6½ hours; *Round*

Trip. Hotels: Lake View House, Pine Point, Ostorf Hotel, Schwartz, Heinemann, Sharpe's, Tallmadge.

Elkhart Lake lies about midway between Sheboygan and Fond du Lac, two miles from the railway station of Glenbeulah. The place offers a quiet and pleasant summer retreat, with good and cheap accomodations. The surrounding forest-covered hills offer opportunities for excursions, while the crystal-clear water is an attraction to bathers.

The place is principally frequented by Germans, has its old and faithful regular guests, and is distinguished especially by the unaffected tone of its social intercourse. The actors of the German Theater in Milwaukee spend their summers here, and arrange occasional plays.

Waukesha, Wis. – *Site*: 105 miles from Chicago (20 miles from Milwaukee); *Access*: In four hours by Wisconsin Central or Chic. & Northw. R. R. *Round Trip*, $5 00. Hotels: Fountain Spring House, Arlington Hotel, Park Hotel, Spring City Hotel, the Terrace.

Waukesha lies in the valley of the Fox River, in a hilly, forest-covered region, and is well adapted, by its beautiful location and fine climate, for a summer resort. But by far the greater number of visitors come on account of its widely famous mineral springs, the *Bethesda*, *Silurian*, *Fountain*, *Hygiea*, *Mineral Rock*, and *Waukesha* springs, the waters of which act internally against liver, stomach and kidney diseases and purify the blood, and externally act upon the skin of the bather. The sorrounding country, with its lakes and forests, offers opportunities for hunting, fishing and excursions. There is daily connection with Oconomowoc by means of four-in-hand stage coaches.

Oconomowoc, Wis.—*Site:* 120 miles from Chicago. *Access:* Chic., Milw. & St. Paul R. R. 4½ hours; *Fare*: $3.49. Hotels: Jones, Draper, Townsend, Besser, Bordulac.

Oconomowoc, the "Long Branch" of the west, is one of the most beautiful summer resorts in the northwest. It lies about 35 miles from Milwaukee, and 400 feet above Lake Michigan, upon an isthmus between *Lac la Belle* and *Fowler's Lake*. Besides these, there are within a distance of one

or two miles, a number of forest-rimmed, island-dotted little lakes, with deep, very pure, cold water containing many of the prettiest and rarest fishes, such as the muskallonge, pickerel, lake trout, black, green and rock bass.

The unusually charming scenery and the cool summer temperature have attracted a large number of regular guests; many wealthy citizens of Chicago and Milwaukee have their villas here. The principal street is the avenue between the two lakes. Beautiful driveways and foot-paths along the lakes and to neighboring points give opportunities for excursions. Southwestward the road leads along Lac la Belle, through charming stretches of woods and between *Upper* and *Lower Nashota lakes* to *Delafield* with its efficacious *Namahbin Springs;* then farther to the westward across the isthmus between *Twin Lakes*, along *Crocker* and *Otis* and the *Silver* lakes, and from there back to the *Oconomowoc* river. A second road leads past the romantic *Giffords* on the north shore of *Oconomowoc lake* to *Nashotah station*, between *Pine* and *Okauchee lakes* to *North lake*, with a mineral spring near by, and then near *Beaver lake* and back to *Oconomowoc.*

There are good hotels and accommodations everywhere, mostly near the water, and good fishing grounds. The larger lakes are alive with row and sail boats and steam yachts. The thick forests swarm with game. Especially worthy of mention (besides those already mentioned), are the following mineral springs: *La Belle Springs*, *Draper's Flowing Magnesia Springs*, *Hitchcock's Medicinal Springs*, and especially *Minnewoc Springs*, near Giffords.

Marquette, Mich.—*Site:* 401 miles from Chicago, *Access:* 15 hours, *Single Trip:* $10.87. Chic., Milw. & St. Paul R. R. or Chic. & Northw. R. R. By the steamers of the Lake Michigan and Lake Superior Transportation Co., 610 miles. (Steamers every Wednesday and Saturday). *Round Trip*, first class, $25.00; second class, $12.00. Hotels: Marquette Hotel, Brunswick Hotel, New Clifton Hotel, Summit House.

The city lies on a bay in the south shore of Lake Superior; and has 9,000 inhabitants. Marquette is a prettily built city, has a pleasant summer climate, and a number of

interesting places in its neighborhood. The beautiful scenery, and the excellent fishing, hunting and boating and other sporting facilities attract many guests. The city is the principal shipping port for the iron regions of Michigan. Of the points that are worthy of a visit, and are easily reached by rail or steamer, the following may be mentioned: *Grand Island*, *Pictured Rocks*, *Carp River*, *Dead River*, *Chocolate River*, *Champion* (on lake Michigammi; 32 miles) especially for water sports, and *Ishpeming* with its iron mines. For good sportsmen and lovers of nature there may be recommended a four or five days' excursion, under the direction of a guide, by boat across Michigammi lake to Michigammi river, then down the Menomonee river to the city of *Menomonee*, near Green Bay. The trip would run through a great region rich in game, an almost unmolested wilderness. A similar excursion could be made down the *Escanaba river*.

Ashland, Wisc.—*Site:* 483 miles from Chicago, *Access:* 17 hours by Chic. & N. W. R. R. and Wisc. C. R. R. *Fare*: first class, $12.25. By boat of Lake Mich. & Lake Sup. Transp. Co., *Round Trip*, $42.00.

This place, situated on the south shore of Chequamegou Bay, is, on account of its Northern latitude, much frequented during the hot summer season. Sportsmen will find rich opportunity for stag and bear hunting in the surrounding forests, and for angling in the bay which, with its numerous small tributaries, abounds in fish of all kinds The Apostle Islands north of Ashland are a favorite resort for excursionists and offer much interest from a geological point of view.

Madison, Wisc.—*Site:* 139 miles from Chicago; *Access:* 4 hours by Chic. & Northw. R. R.; *Fare*, first class $3.92.

Capital of Wisconsin, 13,392 inhabitants, between the lakes Monona and Mendota and as regards situation and surrounding landscape one of the finest cities in the West. A lively business place, the city is, at the same time a favorite summer residence.

The fine climate in the hot season and the popular excursions in boats and small steamers on the lakes, attract a great number of visitors. Worthy of mention are the uni-

versity of Wisconsin, the interesting collections of the Wisconsin historical society and a number of fine buildings, among which the State capitol, the soldiers orphan asylum, municipal buildings, post office etc.

Devil's Lake, Wis.—*Site:* 173 miles from Chicago. *Access:* 5½ hours via Chic. & Northw. R.R. *Single Trip:* $4.94

The scene of a powerful eruption of the earth in times immemorial, this place shows a number of gigantic rocks grouped about a quiet sheet of water which mirrors the phantastic shapes of the rocks. Some of them are as high as 700 feet and suggest with their grotesque forms, all sorts of objects to a ready imagination.

The place which is settled by many club-houses and tasteful private residences has a great attraction for excursionists who in the warm summer months seek recreation in the cool forests of Wisconsin.

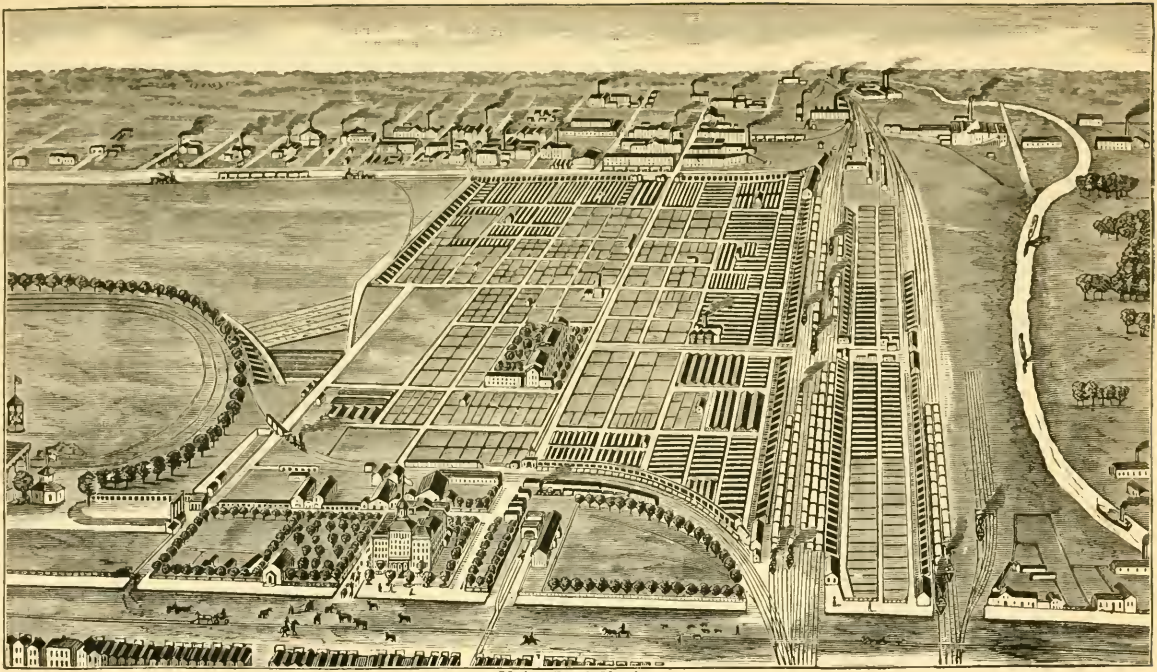
Prairie du Chien, Wis.—*Site:* 280 miles from Chicago. *Access:* Milwaukee & St. Paul R. R. 10—12 hours; *Round Trip:*— Dousman House.

Prairie du Chien is one of the oldest cities in the Northwest, and is situated on the site of an old Indian community, on the east bank of the Mississippi, on a prairie surrounded by bluffs. Here in former times, stood Fort Crawford of historic memory.

At the south end of the city the Wisconsin River empties into the Mississippi; on the opposite shore, in Iowa, is N. McGregor, like Prairie du Chien an important railroad center. The beautiful situation of Prairie du Chien, a new artesian mineral spring, and the many coming and going river steamers, introduce much life and intercourse with the outer world.

Lake Pepin, Minn.—*Access:* Chic., Milw. & St. Paul R. R. or the Chic., Burl. & Quincy R. R.; *Site:* 65 miles south east of St- Paul.

Lake Pepin is the name of a lake-like expansion, 30 miles long and with an average width of three miles, of the Mississippi river between the cities of Red Wing and Wabasha. This part of the river is one of the most beautiful



Union Stock Yards.

stretches in the Mississippi valley, closed in by picturesque, grayish white limestone cliffs that rise to a height of 400 feet (Maiden Rock) and equal the most beautiful scenery of the Hudson or the Rhine. The railroads running along the two shores and the daily steamers carry the through traffic and the intercourse between the pretty cities along the shore, *Red Wing*, *Lake City*, *Frontenac*, *Maiden Rock*, *Reed's Landing* and *Wabasha*. The last two are opposite the mouth of the navigable Chippewa river. The whole region offers splendid opportunities to the hunter, for the thick forests reach to the edge of the river.

This whole region plays an important role both in Indian tradition and in early American history.

Lake Villa, Wis.—*Access:* Wisc. Centr. R. R. 2 hours *Round Trip*, $2.00.

The picturesquely situated Lake Villa consists of an elegant hotel and a small number of comfortably furnished summer lodges, located in the midst of three lakes. Near by there are six other small lakes of different sizes, and there is an abundance of groves and picnic grounds.

Fox Lake.—*Access:* Wisc. C. R. R. 2½ hours *Round Trip* $3.00.

Fox and Grass lakes, connected by a hook-shaped creek, is a summer resort much patronized, especially by the residents of Chicago. A number of good hotels, many beautiful villas, private residences etc., picturesquely grouped along the shores, afford abundant shelter during the summer months. Both lakes furnish excellent fishing-grounds, and have a luxurious and varied water-flora. The hunter, moreover, finds a wealth of game here. The wild celery that grows in such abundance, attracts great flocks of ducks and geese in the Fall, and the plant is said to give the meat of these birds a peculiarly delicate flavor. Voyages on the little steamers that cruise on the lakes, or in boats, or excursions into the beautiful surrounding country offer abundant variety of entertainment.

Most noteworthy of all is the wild water-lily, which here covers an area of more than a hundred acres. The rare and beautiful sight and fragrance of these water-lilies in so great

an expanse of growth, could probably be found in but few places in the world.

Kilbourn City, Wis. (The Dells.)—*Site:* 193 miles from Chicago; 4½ hours; *Round Trip* $3.75; Chic., Milw.& St. Paul R. R. (La Crosse Division). Hotels: Finch House, Kilbourn, Hygienic Institute.

Kilbourn City is an excursion point on the Wisconsin river, half way between Chicago and St. Paul, much visited by sportsmen, lovers of nature, geologists, antiquarians and pleasure-seekers, on account of its highly interesting surroundings. To see all the wonders of nature, landscape beauties and antiquities of Kilbourn and its vicinity would require a whole week; most of the thousands of annual visitors content themselves with a visit to the *Dells of the Wisconsin River*, one of principal sights in the whole Northwest.

The Dells of the Wisconsin form a meandering river-gorge eight miles long, through the Potsdam sandstone, which in places rises several hundred feet above the river. In the course of many centuries the water has worn out wonderful forms in the rock, and the whole distance now forms a succession of the most remarkable rock-figures, caverns, gullies, holes, and sandstone forms, overgrown with bushes, trees, lichens, ferns and moss. A wealth of Indian legend and history is woven into the romantic landscape.

Already from the steel-railroad bridge, which, crossing the river near the depot at a height of 75 feet from the water, unites the two rocky shores, there is a fine view of the stream.

In order to visit those parts of the Dells that lie up stream from the city, one takes the daily steamer, or hires a row-boat. The very beginning of the trip is captivating; the first striking rock-form is "*Angel Rock*", then follows "*Swallow's Fort*", a perpendicular rock wall, pierced by holes, which are full of birds nests; and then a narrow called the "*Lower Jaws*". Farther up we meet "*Chimney Rock*" and the "*Dells House*", an old, several-story building, once a much frequented stopping place for Indian hunters and raftsmen. A quarter of a mile farther up comes "*Chapel Gorge*" with

"*Pulpit Rock*", and now there is disclosed a second narrow in the gorge, "*the Devil's Elbow*", one of the most wonderful parts of the stream. The two rock walls, 200 feet high at this point, approach within fifty feet of each other; the river, 100 feet deep here, is very swift, and dangerous to venture upon in spring.

The first stopping place is "*Cold Water Canon*," an excellent fishing-ground for speckled trout, and the habitat of the rare "*fragrant fern*". Close by is the "*Devil's Jug*" — a hollowed-out rock 75 feet high; farther up stream is "*Steamboat Rock*", an oval, pine-covered island of rock. Then we reach the wild, romantic „*Witches Gulch*", which is a mile long. On the face of a rock that projects to a height of 189 feet, near the entrance of the Gulch, there is a rock-figure like a witches face. Passing along the many windings of the ravine, we reach first the "*Phantom Chamber*", consisting of large caverns and ravines, one above the other, made accessible by flights of wooden stairs, and containing a pretty waterfall. There the passage becomes so narrow that corpulent people can get through only with difficulty (*Fat Man's Misery Point*). At the end of "*Witches Gulch*" there is an open place surrounded by hills, in which there is a *dance-pavilion* and *refreshment house*. After an hour for visiting "*Witches Gulch*", the steamer starts on its trip again.

A row-boat party has the advantage of being able to visit several points that cannot be reached from the steamer, namely, *Skylight cave* and *Boat cave*. There is a wonderful charm in a *moonlight visit* to the Dells.

Another interesting group of sights is found in the *Lower Dells*, three miles down the river from the city, with very similar rocky banks, caverns, ravines, and islands, and similarly covered with luxurious vegetation. And southwest from Kilbourn is *Mirror Lake*, four miles long, with picturesque shores, crystal-clear water and an abundance of the finest kinds of fishes (black bass and speckled trout). On the north shore, near the village of Delton, are two mineral springs, and "*Congress Hall*", a noteworthy rock cavern,

Ten miles east of Kilbourn is *Lake Mason*, and north

of this, *Lake Jordan*, *Taylor's Glen*, south of the city, is also worthy of a visit. Another series of sights is seen on a fine drive-way running up the river, — such as the *Hornet's Nest*, *Luncheon Hall*, *Stand Rock*, and many others.

And lastly must be mentioned the numerous mounds, prehistoric burial places and earth-works, which lie about the city singly or in groups, and the most of whose outlines represent some animal.

SHORT EXCURSIONS BY WATER.

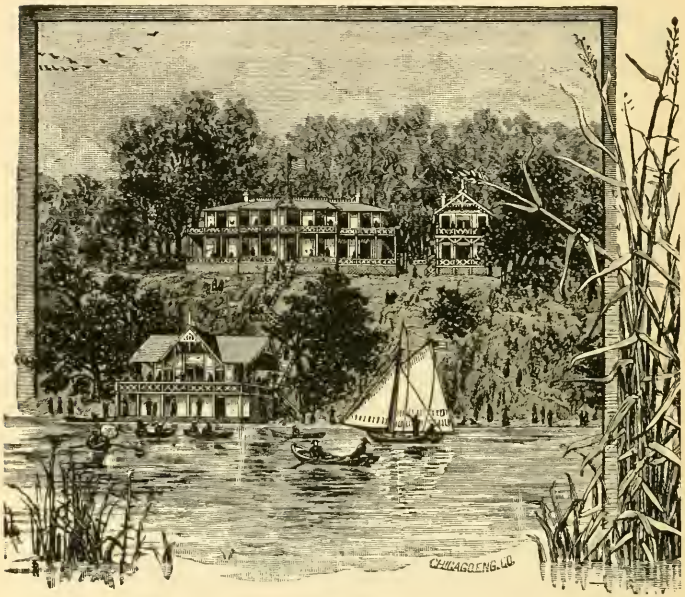
A number of points in the vicinity of the city can be reached during the summer months, with the little steamers that start every twenty minutes from Randolph st. viaduct. The *Randolph st. viaduct* is a continuation of Randolph st. eastward into the lake. Beneath us we see the great yards of the *Illinois Central* and *Michigan Central Railroads;* westward, in the distance, the *high tower of the Board of Trade Building;* southwestward, somewhat nearer, the massive square *tower* of the *Auditorium;* and very near by, the upper part of the *Pullman Building*, with its many round little towers, etc.; to the north, the great *grain elevators A and B;* and to the east, the *Pier of the outer harbor.* This pier is a mile long, and in hot weather a cool place for walking. The broad beams furnish a tolerable and thoroughly safe foot-way, and the broad expanse of the green water and the pure air of Lake Michigan make a walk quite enjoyable. This pier, with moderate improvements, would make a splendid promenade. Beer, lunch, etc., are to be had in neighboring boats.

East of the pier lies the "*Water Crib*" (see article Waterworks). The same line of boats makes connections with *Lincoln Park* and the *South Parks.* Round trip: To the Government Pier—15c.; to the Crib, or Lincoln Park, or South Parks—25c.

In summer, steamers leave daily Clark st. bridge for *South Chicago;* trip, 1½ hours; *round trip*, 50 cts.; and at night, make "*Moonlight Excursions*" out upon the lake; *round trip*, from 8:00 till 11:00 o'clock, 25 cts.

The different *excursion-steamers* stationed on Clark, Dearborn, and State street bridges make also excursions to:

Michigan City, round trip, 50c.; *Waukegan*, stopping at *Fort Sheridan*—round trip, 50c.; *Evanston*, round trip, 50c.; *Kenosha*, round trip, 75c.



Fox Lake Shooting and Fishing Club.

Sail-boats for pleasure excursions on the lake, with sailors, are to be found on the lake shore, opposite Harrison st. Round trip to the pier already mentioned, 10–15 cts. Here also, row-boats can be hired. These can also be had in all the parks.

HISTORY OF CHICAGO.

WHERE the city of Chicago stands to-day, there was, for centuries, nothing but a wide plain of waving grass, through which lazily crept an insignificant river formed by two small streams.

The first historic mention of "Chicago" is found in the notes of the jesuit Charlevoix, whose statements, not always trustworthy, are in this case corroborated by others.

He speaks of the fur trader and interpreter, Nicholas Perrot and his travels among the Indian tribes of the Northwest, undertaken in 1671 by order of the *Intendant* of New France; and states that Perrot touched upon "Chicago" at the lower end of the "*lac des Illinois*" (Lake Michigan) "where the Miami Indians are". Charlevoix lays stress upon the fact, and other, later writers corroborate him therein, that in those times the name "Chicago" was applied to a tract of land quite other than the present site of Chicago, which certainly is not at the lower end of the lake, but at the lower end of its western shore.

The early application of the word "Chicago" was, as will presently be seen, as indefinite and varied as its orthography. For the names Chikagu, Chikagou, Chicagu, Chicago, Checau-gou, etc. etc. were, in former times, also applied to three rivers: the St. Joseph, the great Calumet and the Des Plaines river. Coxe, moreover in his history of Louisiana, calls the Illinois the Chicagou river. This confusion in the application of the word may have arisen from the fact that the name "Chicago" that originally signified, in the mouths of the natives, a portage between the Chicago and the Des Plaines rivers (as La Salle corroborates in the winter 1681–82) was also applied to the rivers between which the portage lay. As

there were, in those times, many rivers without Indian names, it may be supposed that this name was applied to the whole water system between Lake Michigan and the Mississippi; the more so that a multiplied or varying application of one and the same word for different rivers or tracts of land then frequently occurred elsewhere. A canoe, running out of the St. Joseph river, turning into the Chicago river at the west shore of the lake, passing by the portage, then descending the Des Plaines river, and finally entering the Illinois river, makes the shortest route to the Mississippi that was named by several Indian tribes "*Chicaguo*," that is, the "mighty" leader, in honor of a long line of powerful chiefs of the Illinois Indians. This theory seems to be strengthened by a map in the historical library at Madison, Wis., that was drawn, in 1673, by the Royal French geographer Samson and shows a river called Chucaguo which empties into the Gulf of Mexico and doubtless represents the Mississippi.

According to another theory, the word Chicago is derived from the word "shegang" of the Chippewa dialect, meaning "wild onions." These, at that time, were found in large numbers in the vicinity. It is, for instance, reported that, in 1773, the Indians ceded to one William Murray, a tract of land extending from the Illinois river to "Chicagou" or the "onion river."

These various hypotheses, however, serve only to show that it is to-day impossible to trace conclusively the origin of the word Chicago.

The French missionary Marquette is commonly credited with having first mentioned Chicago. The word Chicago does not, however, anywhere occur in Marquette's writings and maps, although his name is, as will be shown later, intimately associated with the place. He frequently mentions in his diary (from which most of the following statements are taken) the Portage river already mentioned, which, as is clearly shown by his descriptions, designates with him the present site of the city of Chicago. "Portage" was the tract of land between the South arm of the Chicago and the Des Plaines rivers. The Indians used to carry their

canoes over this land to continue their journeys on the waters opposite. This tract of land was, in summer, from 8–9 miles wide; after the spring rains it was, however, so covered by water as to leave only a strip of land ¾ miles in width.

In 1645 there was born, in Quebec, Louis Joliet, the son of a wheelwright. Brought up by the Jesuits and in early youth destined for the priesthood, he renounced this profession later and became a trader in furs. The spirit of enterprise which the young man had exhibited in several small but successful expeditions for the government, drew upon him the attention of the *intendant* of New France; and, in 1673, Joliet was taken into the service of the government for the exploration and extension of the French possessions. At that time the existence of the Mississippi and its tributaries was already known and the importance of its exploration well understood. People entertained the wildest ideas concerning the great unknown land, the fabulous kingdom of Quivira, immensely rich in gold and precious stones, that was supposed to extend from the Gulf of California to the South Sea and New France. Joliet was despatched with an expedition for the exploration of the great river and the supposed seas.

He started in his journey from Quebec, in the spring of 1673, accompanied by five Frenchmen. At the straits of Mackinaw he met the missionary Jacques Marquette who joined the expedition by order of the government. The company then sailed up Green Bay and the Fox river, crossed, with the assistance of guides, a labyrinth of moors and small lakes and finally reached the portage between Fox and Wisconsin rivers. Descending the Wisconsin river, they saw, for the first time, on June 17th of the same year, the broad waves of the Mississippi—"with a joy," says Marquette, "to which we did not know how to give expression." They then descended the river, passed the Missouri and the Ohio and reached finally the Arkansas river where, "after having obtained all the information to be expected," they decided to return. They had learned that the Mississippi emptied into the Gulf of

Mexico, in Florida. They turned their canoes homeward on July 17th, just a month after having left the Wisconsin. Finding it difficult to row against the stream, they accepted the advice and guidance of the Kaskaskias Indians, turned, in order to shorten the route, into the Illinois river, and arrived at Lake Michigan by way of the Des Plaines river, the Chicago portage and the Chicago river. The party having with that assistance reached their destination with comparative ease, took, after a short stay there, cordial leave of the Indians to whom Marquette had become warmly attached and rowed, toward the end of September, along the west shore to the mission station at Green Bay, where they passed the winter.

Joliet who started on his journey to Quebec in the summer of 1674, had the misfortune to capsize his canoe not far from Montreal, thereby losing two men and the box containing his papers, diaries and the curiosities collected during his journey, in a word, the fruit of all his labors.

Marquette was detained by illness in Green Bay until the close of the summer of 1674. This delay annoyed him greatly, since he longed to exercise his vocation among the Indians of the Chicago regions who had received him with so much friendliness. It was not until October 25th 1674 that he felt strong enough to leave Green Bay and undertake, in company with two others, the journey to the land of the Illinois. He was charged with first establishing a mission at Kaskaskia, a place of 74 huts, about 7 miles from the present city of Ottowa. After a very difficult journey through great cold and snow, the party reached "Portage River" (Chicago) in the first week of December, having been joined on the way by 5 canoes of Pottawattomies and 4 canoes of Illinois Indians. Here again Marquette felt so exhausted by the hardships of his journey that he was obliged to interrupt it. He stopped in a vacant block house about 5 miles distant from the mouth of "Portage River." This hut had been put up for a storing place by two French fur dealers, who were at the time away hunting. It was the first human habitation in the region of "Portage River."

The fur traders having heard of Marquette's coming, had prepared to receive him. Learning, however, of his illness, they returned, brought him provisions and gave him medical assistance, one of them being by profession a physician. His traveling companions also assisted him to the best of their ability. During their stay in the hut they shot, as Marquette reports, 3 buffaloes, 4 stags and several turkeys which had, however, nearly starved from lack of food.

Toward the close of the year, several Illinois Indians laden with skins, passed the block-house on their way to the lake. They tried to obtain a small piece of tobacco in exchange for beaver skins.

There was already at that time a brisk trade in bartering in that region. In 1674 the two French fur traders already mentioned had settled about 45 miles from Chicago and were carrying on a regular business with the Illinois Indians. The traders exchanged for skins, mostly beaver skins, the objects most necessary for and coveted by the Indians and through their greed and the ignorance of their customers, did a thriving business. It seems, however, that this bartering was not always conducted to the satisfaction of the Indians. For Marquette reports that, out of gratitude to the traders who had so kindly assisted him, he sought to exert his influence with the savages in their favor. He tried to convince them, as he writes, "that the business was very difficult and the traders could not be called downright robbers."

When a load of skins was collected, they were put into birch-bark canoes and shipped to Green Bay. The canoes always kept near the shore that they might take refuge there in case of rough weather. Such was the commercial fleet of Chicago at that time, which to-day takes the second rank in tonnage in the United States.

In January 1675, three Illinois Indians, commissioned by their chief, brought Marquette and his two companions 2 bags of corn, some dried meat, squashes, and 12 beaver skins, desiring in exchange powder and goods. Marquette gave his visitors knives, hatchets, looking glasses and ten strings of

Wampum consisting of Indian coin made of bits of black and white cockleshell, but as an apostle of peace staunchly refused to give them powder which he had good ground to suppose would be used for waging war against the Miami Indians.

It is in those days that Marquette reports the strange phenomenon that at times the water of the lake enters the river, thereby causing a current in the opposite direction.

Toward the end of February 1675 Marquette had sufficiently recovered to leave his hut and think of continuing his journey which was destined to be more speedy than he thought. For toward the last of March thaws set in, the water rose rapidly, the ice on the river broke up and soon the low banks stood under water. "On March 29th" writes Marquette, "we had hardly time to leave our hut and carry our few possessions up into the trees and to seek refuge for the night on a small hill." The water kept rising. On March 29th Marquette, taking advantage of the high water, continued his journey and reached, after 11 days, on April 8th, Kaskaskia, near Utica, Lasalle County, the first halting place in his journey. He was received by the Indians among whom he was very popular, "like an angel from heaven." He called together an assembly of Indians, and 500 chiefs, 1500 young warriors and a large number of women and children responded to his call. He preached to them, read the mass and named the mission "the Immaculate Conception of the Holy Virgin."

His illness, however, becoming again serious, he went back to Michilimackinac, promising to return to them soon. Such great affection did the Indians bear him that a large number of them accompanied him for nearly a hundred miles to within a short distance of the place where he was to embark, on the Eastern shore of Lake Michigan. He grew, however, daily weaker during the journey, and on May 19th he felt his end was approaching. At the mouth of a small river he requested his companions to land, and there he died the same night in a little hut. His remains were buried on the banks of this river which for a long time bore his name; later, how-

ever. Marquette's name was given to a larger river near by. The bones of the missionary were, in the winter of 1676, taken to St. Ignace and there solemnly interred.

Jacques Marquette was a simple, truthful, and thoroughly unselfish man. His diary, found in 1835 in the Jesuit convent at Quebec, makes, when compared with the often exaggerated and frequently incorrect statements of his colaborers, a most favorable impression. It contains the impressions of a conscientious and keen observer who in his exaggerated modesty only too often fails to set in the right light the importance of his discoveries and the extent of the hardships he had to endure. In him the missionaries lost a powerful aid, the Indians a warm friend whom they sincerely mourned, and all who knew him, a true and good man.

To return to Joliet: The loss of his diaries signified for him the conclusion of his activity as an explorer. His services were warmly appreciated by the government which expressed its gratitude by ceding to him the island of Anticosti in the Gulf of St. Laurence. Soon after his return to his birth-place, Quebec, he married; and also died there at the age of 56 years.

Joliet was surely the soul and moving spirit of the expedition, and Marquette with his superior intellect and warm heart complemented him most happily.

The successor of Marquette was Father Claude Allouez. He reached the Chicago river in March 1677, proceeded thence to Kaskaskia, the settlement of the Illinois Indians, and met with a very encouraging welcome. He returned after a short stay to northern Wisconsin. In 1678 and 1684 he is said to have repeated his visit to the Illinois Indians.

The next name connected with the history of Chicago is that of René Robert Cavelier, Sieur de la Salle, the son of a rich merchant at Rouen, born in 1643. Being a Catholic, he early entered the order of the Jesuits. This connection although later dissolved by him, deprived him of his paternal heritage. At the age of 23 he sailed for Canada to seek there his fortunes. Arrived at Montreal, the place of his destination, he soon received from the French priests there

established, the offer of a grant of land, in exchange for which he was to occupy an advanced post for the protection of the French settlements. There he became acquainted with the Seneca Iroquois Indians who told him of the Ohio and the other large river in the West, which must, as he thought, empty into the lake of California.

A born adventurer, fearless, restless and full of ambition, he burned with desire to penetrate into the interior of the country, the description of which, as given by the Indians, occupied, at that time, the minds of all people in Canada, He had during the eight years of his sojourn in Canada, become thoroughly acquainted with manners and customs, as well as with the dialects of the various Indian tribes. Having first gone to Quebec, he there obtained from the French administration permission to undertake, but no assistance for, an expedition that was intended to continue the explorations of Joliet. By selling his land grant he succeeded however in obtaining the funds necessary for uniting his expedition with that planned by the French priests already mentioned. In the Indian village Niagara he met, toward the close of September 1669, Joliet who was just returning from the copper mines of Lake Superior and made him acquainted with the results of his expedition. After this time the movements of La Salle cannot, for several years, be traced with certainty. From a vague description of his journey made, as tradition has it, after La Salle's own version, to the Abbé Renaudot in Paris during his visit there in 1678, a well known French savant, Pierre Margry, tried to show that La Salle was, in 1670, in the Chicago region. There being, however, no real foundation for this, it must be considered only a brilliant hypothesis.

We have no more authentic dates with regard to La Salle, until 1673. At that time the governor of Canada was Frontenac, a man of high political ambition. He soon recognized the extraordinary qualities of La Salle, his energy, his perseverance and his intellectual brilliancy; and, not fearing in the adventurous La Salle a political rival, but hoping to distinguish his administration by new discoveries,

the governor soon came to an understanding with this kindred spirit, and entered upon the most friendly relations with La Salle.

At his command La Salle called together at the mouth of the Cataragua river (the Kingston river of to-day) an assembly of the Iroquois Indians to obtain their sanction for the erection of an advanced fort on Lake Ontario. In this commission he was successful.

In the fall of 1674 Lasalle, bearing with him Frontenac's warmest recommendations, went to France to lay his requests before the king and his then all-powerful minister Colbert. He petitioned for a patent of nobility and the tenure of the above mentioned Fort Cataragua erected by him, and was successful in both instances.

After his return to Canada he sought in every way to strengthen his fort in order to have a base for his future operations in the exploration of the Mississippi that he never lost sight of. The name of the fort was, in honor of his friend, changed to "Fort Frontenac."

In 1678 La Salle undertook a second journey to France to obtain a royal patent for the exploration and occupancy of western New France. Success again followed his efforts. With ample provisions and a small number of new followers, especially Henry de Tonty, who later became his trusty lieutenant, he returned to Canada.

On August 7th 1679 La Salle, accompanied by Tonty and a party of 34 men, went in the "Griffin", a craft of 45 ton, built expressly for him, from Niagara River to Lake Erie. This was the first ship that plied in the large lakes of the Northwest. The giant canoe, gliding through the waves without oars and moved only by lightly filled sails, was for the Indians an object of unbounded astonishment and curiosity. Early in September the company reached an island in Green Bay where La Salle unloaded his cargo that consisted chiefly of parts of a ship that were to be put together on the Illinois, and sent the "Griffin," laden with fur, back to the Niagara river.

Then, accompanied by 14 men, he continued his journey South along the West shore of Lake Michigan, passed the mouth of the Chicago river and, always hugging the shore of the lake, reached, on November 1st, the mouth of the St. Joseph river. Here La Salle awaited for twenty days the arrival of Tonty, constructing during that time the fort named by him "Fort Miami." On December 3rd, after having lost a few weeks more in waiting for the return of the "Griffin," he left behind two men and, in pursuance of the course originally mapped out, he went, with 32 men, in 8 canoes, up the St. Joseph river to the point where the town called South Bend now stands. After having had much trouble in finding the portage to the Kankakee river, they finally reached, carrying canoes and baggage on their shoulders, the southern branch of the Illinois river. Going down the river, they reached, on January 4th 1680, a camp in the vicinity of Lake Peoria, consisting of 80 wigwams of Illinois Indians.

La Salle tried first to frighten the Indians and then, after having succeeded in this, came to a friendly understanding with them. He stirred, however, the jealousy of the Indians by declaring, on the occasion of an Indian feast to which he was invited, his intention of building a boat in which he could descend the Father of Waters (Mississippi) and thereby reach the South Sea. They tried to dissuade him from this by picturing to him the great perils he would incur. Though their words had no effect whatever upon him, they succeeded in exciting the fear of his companions to such an extent that he dreaded mutiny, and in causing six of his people to desert. Among those who remained with him, he had, besides Tonty, but few faithful adherents. Not trusting the friendship of the Indians, La Salle built, in the vicinity of the Indian camp, a palisade fort, called Crève-Cœur (Broken Heart) under the protection of which he began to build his ship. He was at that time still expecting the return of the "Griffin" that was to bring him many articles needed for the construction of his boat, but despairing at length of her arrival, he concluded to return to Fort Fron-

tenac, leaving behind Tonty in command of the fort, with 15 men under him.

This journey of 65 days, through a wild and entirely unknown region, without a guide other than the compass, under the greatest hardships and the inclemency of weather put to a severe test even the extraordinary energy of La Salle and the endurance of his men. They had to drag their canoes and baggage through forests and marshes, to wade through rivers, to make long detours in order to avoid crossing deeper rivers the ice of which was too thin to bear their weight and yet prevented their using the canoes, to cross others by flosses and were, for many days, exposed to intense cold, being prevented from building a fire that would have betrayed them to the Indians who were pursuing them. When they finally reached their destination, they were all, with the exception of La Salle, entirely exhausted and incapable of any further exertion.

Instead of well-earned repose, he found there new trials awaiting him. A ship from France, filled with provisions of all sorts and destined for him, had foundered in the mouth of the St. Lawrence river. Hatred and envy had, likewise, been active during his absence and had not only estranged from him some of his friends, but had also brought about the desertion of several recruits that had been enlisted for him in France. In this desperate situation La Salle proceeded to Montreal, passing on his way Fort Frontenac, the land that had by the favor of the king been granted him in tenure. He might here have become the richest man in the country by parcelling out his land among the Canadian peasants; but this was not the honor he was striving for.

On his arrival in Montreal his appearance alone sufficed to intimidate his enemies and to bring back to him his friends. The distinction of his person and the dignity of his bearing won for him all hearts; and in less than a week he had at his disposal the means for a new expedition, men and money. Amid his preparations, the news of fresh misfortunes reached him. Messengers from Tonty reported that

in his absence the garrison of Fort Crève Cœur had deserted after having pillaged and wholly destroyed the fort. Thence the mutineers had gone to Fort Miami which had been doomed to the same fate. Other messengers brought word of their march toward Fort Frontenac, but La Salle met them on the way thither and, after a short resistance, captured them all except two.

It now became his chief task to deliver Tonty from the perils by which he was surrounded. He hastened his journey in every way and soon reached the mouth of the St. Joseph where the ruins of Fort Miami sadly corroborated the reports from Tonty. Continuing his journey by the old route, he came to the settlement of the friendly Indians. There he found, to his horror the whole village burned down, the ground covered with mutilated corpses, and from the ruins of his fort, saw, in ghastly array, the skulls of the victims looking down on him. There was no doubt: The Iroquois Indians had scattered, if not wholly annihilated the tribe with whom he was on friendly terms. But there being no trace of Tonty or his companions among the corpses, La Salle proceeded along the Illinois river where he found no sign of his faithful lieutenant but everywhere on the way, marks of the invaders' ruthless devastation. Turning back, however, and following the Des Plaines River from its crossing with the Kankakee, he found in a hut, a piece of sawed wood from which he inferred that Tonty had stopped there. He had indeed escaped by this way, over the Chicago portage and the western shore of Lake Michigan.

Reassured by this trace concerning the fate of his lieutenant, La Salle continued his journey to his fort on the St. Joseph river, where he stayed till spring and was, during that time, confirmed in his conjectures as to the lucky escape of Tonty, by vagrant Fox Indians. La Salle spent the long winter in brooding over his misfortune and forming plans for the future. He came to the conclusion that the forces at his disposition were inadequate for overcoming the hostile elements. He clearly saw that the enmity shown him by the powerful tribe of the Iroquois had a deeper source than mere

hatred of foreigners. At that time the fur trade was the chief source of wealth for the country, and the Iroquois had, as negotiators, between the western Indian tribes and the Dutch settlements on the Hudson, come to enjoy from it in the course of years, a regular and ever increasing income. They correctly inferred that the rival business interest of the French and Canadians would only too soon follow the few French pioneers. Hence: War to the strangers and to those who befriended them.

All this, and much more, La Salle turned over in his mind. As soon as the vigor of winter was over, he went about the execution of his new plans. The small Indian tribes of the Northwest had ever suffered from the tyranny of the powerful Iroquois, and the late excesses had still more embittered their feelings. La Salle then invited the chiefs of the Illinois, the Miamis and other tribes, for a consultation having for its purpose the fusion of their common interests and the forming of an alliance, offensive and defensive against the Iroquois. His efforts were crowned by success. They consented to the construction of a fort in the valley of the Illinois river, in which they promised to settle. La Salle had thereby won a strong rear-guard for his explorations in the South and West.

In May 1687 he again undertook the journey to Fort Frontenac, in order once more to make preparations for his expedition to the Mississippi. On the way thither he met his faithful companion Tonty. Both were overcome with joy at meeting after a separation so long and so fraught with peril, and in the exchange of their experiences passed a few happy hours that were so seldom granted them.

On December 21. 1681, La Salle sent on ahead from his fort in St. Joseph that he had rebuilt since the autumn previous, his whole garrison, numbering in all 44 men, under the command of his lieutenant Tonty, to open the way for him. Tonty was meanwhile delayed by the ice in Divine River (called by the Indians Chicagou and being, according to La Salle's unmistakeable description, the Des Plaines river). La Salle who followed on Dec. 28. joined, after

having been detained by snow for a few days, his lieutenant on Jan. 7. 1682.

La Salle gives in his report a long description of the Chicago Portage and does not favor the idea of Joliet who even at that time advocated the construction of the Michigan and Illinois Canal long since carried into execution. He points out that the Des Plaines and the Illinois rivers are not at all seasons navigable and sneers at the "ditch" proposed by Joliet.

The reunited party continued their way in sledges which had been constructed by Tonty during his delay. Following the Des Plaines and Illinois rivers, for seventy miles they dragged behind them their canoes, their baggage and their sick ones until at Lake Peoria. reaching the open water of the Illinois, they again used their canoes.

On February 6. 1682 they reached the Mississippi, and on April 9, after a monotonous and uneventful journey, the Gulf of Mexico. Here, after solemn prayers and songs, La Salle took possession of the valley of the Mississippi, in the name of France, set up a cross, buried beside it a leaden tablet with French coat of arms, and named the new land Louisiana in honor of King Louis XIV.

This handful of men in the midst of nature so overpoweringly grand with its waters, its forests and its extent must have experienced a sensation of bewilderment when, with a wooden cross and a few words they brought an immense country under the dominion of a ruler four thousand miles distant, whose dynasty was destined to annihilation in the revolution of a coming century; while here, in the lap of virgin nature, slumbered the future of a free and powerful people.

The erection of a fort at this place for securing a stronghold and a depot for the lucrative fur trade, would have been advantageous. But La Salle, being frequently left without support from the French government, and, being already in debt to his friends on account of his former expeditions, could not avail himself of this opportunity and started on his journey home.

The small boats had a hard struggle against the strong current of the river and danced like nutshells on the large waves. The very trying journey greatly exhausted La Salle. Attacked by a violent fever, he was obliged to land on the way, while Tonty with the crew hastened on to the land of the Illinois, in order there to fortify their position as much as possible, as a protection for the new discoveries. La Salle soon followed, accompanied by Father Membre and was, together with Tonty, occupied in the early fall with the erection of Fort St. Louis on the "Starved Rock" which they brought to completion in the course of the winter. The Illinois and a few neighboring tribes had meanwhile settled around the camp, increasing the settlement to 20,000 souls.

It was now the earnest wish of La Salle to return to France in order to assure himself of more efficient aid from the French government. But two things detained him: An invasion threatened by the Iroquois and the fall of his friend Frontenac, whose successor, La Barre, showed himself in every way unfriendly to him. La Salle needed goods to win the good will of the Indians by bartering, and a reinforcement of his small troop. La Barre, however, held back not only the provisions, but also the men who had already been destined for Fort St. Louis. La Salle was therefore obliged to remain at his post and, while occupied, as usual, with his plans, to await further developments. But when, in the fall of 1683, the dreaded invasion of the Iroquois had not yet taken place, La Salle, no longer able to bridle his impatience, sailed for France. The invasion then occurred during his absence, in March 1684. But the fort held out, and the disappointed besiegers withdrew after six days.

Arriving in Paris, La Salle found that La Barre had already set in circulation calumnies which were intended to depreciate the value of his discoveries and to deprive him of the tenure of Fort Frontenac and the land of the Illinois. Here again LaSalle's personality, as well as his glowing account of the perils encountered by him and the magnitude of the interest at stake, produced so deep an impression that La

Barre was recalled and everything needed for a new expedition lavishly granted.

On August 1. 1684 La Salle sailed from France that he was never to see again. He had a fleet of 4 ships and was accompanied by his brother Cavelier, by Father Joutel and 280 volunteers.

La Salle was commander-in-chief, but unfortunately one Beaujeu who had long been in the French service was appointed commander of the fleet. This man, as stubborn as he was envious, although La Salle's subordinate, knew how to raise difficulties for his superior on every occasion.

His disregard of La Salle's orders soon caused the loss of one of the ships that fell into the hands of a Spanish cruiser. After a long delay, caused by La Salle's illness they finally reached the Gulf of Mexico, but sailing along the coast, either by negligence or intention on the part of Beaujeu, the mouth of the Mississippi was missed and they found themselves on the bare, sandy coast of Texas, where while landing, another ship was lost.

La Salle then urged Beaujeu to make a new attempt to find the mouth of the Mississippi. This proposition, however, the latter opposed, and sailed back to France with one ship.

La Salle left alone with the last ship, landed his crew and from the débris of the stranded ship built a fort on the shore of Matagorda Bay.

Now followed two long years that La Salle spent in search of the "unlucky river," as his people called it. The small colony was during that time, greatly reduced by illness and death. To crown their misfortunes, the last ship stranded while cruising in the bay. In this desperate situation La Salle boldly resolved to reach Canada on foot by crossing the American continent, accompanied by only a few men, and thence to bring relief to the crew he left behind.

The party consisting of 17 men and 5 horses, started on their journey on Jan. 12. 1687. On the way a quarrel arose among his men, over the flesh of two young buffaloes. According to the customs of hunters the best pieces fell to

the one who killed the animal, but some of the men wished to keep these for themselves. The quarrel that arose from words recklessly uttered, found a very tragic end in the murder of the marksman and his two companions perpetrated the following night by the surgeon Liotot and four others. To the fear of punishment which the murderers felt was added the long cherished desire of ridding themselves of the hated La Salle. While waiting for a favorable opportunity for carrying out their designs, chance threw him in their way. La Salle, uneasy on account of their absence, went in quest of them. The moment that he called to one of the conspirators from a distance to ascertain the whereabouts of the others, one Duhaut fired a shot from an ambush, hitting La Salle in the head. He fell to the ground without uttering a sound. This happened on March 19, 1687, in the 43rd year of his age.

The murderers then surrounded their once dreaded, now fallen leader and vented their hatred in the coarsest expressions, whereupon they threw the body, stripped of its clothing, into the bushes, as a prey to the wild beasts.

The instigator of the deed, Liotot, and the murderer, Duhaut, were shot a few days afterward in a quarrel with their comrades. Thus the two wretches received a speedy reward; but their death could not make good to the world the loss of the extraordinary man.

Among the great number of men whose names are connected with the discovery and exploration of the new world, La Salle holds a prominent place. The results of his labors during 19 years cannot justly be regarded as the standard by which to judge the man. In his undertakings he had, as we have seen, only too often to rely upon his own resources; the inconstancy and feebleness of the Canadian government making it impossible to give him the support he merited. But his personality, his courage, his presence of mind in the hour of danger, make him withal, a character unique and fascinating. His organization, physical as well as mental, powerful though it was, was too strongly accentuated, thus containing the germ for his destruction. He was inclined to subordinate all the comforts of life to his pursuits. Re-

quiring the same devotion from others who had no share in the flight of his fancy and the fire of his genius, was as imprudent as it was unjustifiable, and it is not surprising that his obstinacy and his scorn of all contradiction should raise up enemies against him.

A passage from Tonty's "Life of La Salle" will perhaps best illustrate the relations existing between him and his men:

"Our men, discouraged by the long and wearisome journey the end of which could not be foreseen, loath to vagrate in forests and deserts where they had no other company than wild beasts and savages, without guide, without means of transit, without provisions, could at length no longer refrain from expressing their scorn for the originator of so wearisome and dangerous an undertaking. Mr. La Salle, discovering with his extraordinary penetration the cause of their discontent, sought by all possible means, to avert its consequences. To encourage them and to persuade them to continue the journey, he pictured to them the glory of the undertaking, the example of the Spaniards, the prospect of rich booty and everything likely to fire the imagination of man. But all these representations, like oil poured on fire, served only to feed their discontent. They replied: Are we forever to remain the slaves of his whims, and to listen to his wild fancies and his foolish expectations? And shall what we have suffered, serve only to throw us into new dangers and privations, merely to gratify the ambition or the folly of a man without mercy?

* * *

Thus was ended, by the hand of the treacherous murderer, a life that the perils of the wilderness, envy, ill-will and constant misfortune had been unable to break; in like manner is the mighty ship wrecked upon the hidden crag.

The death of LaSalle involved the dissolution of the company. Leaving behind the men who had participated in the murder, the five remaining men (one of them was Henry Joutel, a French priest and authority for these notices) continued their journey and reached, on Sept. 14, 1687, Fort St. Louis on the Illinois River, where they met with a hearty reception. An attempt in the fall of the same year, to push forward to Canada came to an unexpected end at Chicago. Having been retained by unfavorable weather until the spring of 1688, the small company made then a second attempt to continue their journey, reached Chicago safely which had by that time become a favorite portage, sailed, towards the end of March 1688 to Canada and thence to France, where they first announced to the world the death of La Salle and the particulars of the ill-fated expedition.

While these events were taking place, the Canadians were in expectation of news from La Salle. His departure from France having been known to them and the French posts in the land of the Illinois, they indulged in the boldest speculations as to the success of the expedition of the famous traveller.

On Feb. 13, 1686, Tonty started with fifty men to meet La Salle. He soon reached the mouth of the Mississippi, and expected to find his friend La Salle somewhere there at the head of a thriving colony. But seeing no trace of him, he was compelled to return, leaving everywhere on his route traces of his presence and entrusting a letter to La Salle to one of the neighboring Indian tribes. Returning to his post among the Illinois, he soon afterwards received a visit from the five companions of La Salle above mentioned, who, however, in order to borrow money in La Salle's name, witheld from him the news of his death.

The plans of La Salle were not again taken taken up until 1699, when two Frenchmen *Iberville* and *Bienville*, after having reached the mouth of the Mississippi and received Tonty's letter to La Salle, laid the foundations for a colony, which is now known as the city of New Orleans.

There being, then, a connection between the gulf of Mexico and Canada with the shortest route leading through Chicago, the French erected in course of time a number of forts along the route from New Orleans to Canada, in order to defend their new possessions in case of need. One of these was "Fort Chicagou" erected probably as early as 1684 and, according to a report of 1685, garrisoned with 60 men under the command of captain de la Durantaye.

According to the notes of the French missionary St. Cosme who traveled with several companions from Mackinac to the land of the Illinois, there was, in 1699, besides a small French colony, a thriving mission of the Jesuits at Chicago, between two large villages of Miami Indians, each containing 150 huts. A boy, as he relates, belonging to the company happened to go astray in the high prairie grass and could not be found until two weeks later when he had lost his mind and was entirely exhausted.

About this time the puritan settlements in the East begin to develop rapidly. Chicago, however, remains for 131 years longer a short stretch of land settled by a mere handful of people, but slowly gaining in importance as a portage for canoes.

* * *

At the beginning of the 18th century the country around the Chicago portage being the scene of frequent wars between the Illinois and Iroquois Indians, the Chicago route became unsafe and was gradually forsaken. About 1718 the Miami Indians were wholly driven from the neighborhood of Chicago, and about 1722, the hostile Fox Indians had advanced as far as the fort near Starved Rock and Lake Peoria. The French forces were frequently in the greatest danger, the settlers were murdered in sight of the cannon of the fort and the war which kept raging in upper Illinois for nearly half a century interrupted only by periodical but always unsucessful attempts for the establishment of friendly relations, crowded the name of Chicago for a time from memory.

In July 1773, some chiefs of the Illinois Indians transferred, for a handsel of five shillings and some goods, two strips of land East of the Mississippi to the Onion (Chicago) river, and including all the land of the city of Chicago, to one William Murray, an Englishman, of whom we have spoken in the beginning of this history. Murray in turn resold the land in 1780, at the time of the war between America and England, to a company of Englishmen that had been formed in Philadelphia under the name of the "Illinois Land Company." This company offered in a petition to congress, to cede the immense strips of land which they had obtained for almost nothing, against a re-transfer to them of one quarter of it, in order to obtain a government title. Congress was in favor of granting the request, but the senate dismissed it on the ground that a direct transfer of land by Indians without the sanction of the government was null and void. Two other attempts the company made in 1792 and 1797, for obtaining recognition of their title were equally unsuccessful.

The first non-indigenous settler in the Chicago region, was according to the report of the British commander at Michilimackinac, (who speaks of "Eschikagou") *Baptiste Point de Saible*, a handsome and well educated negro, who lived in a small hut on the northern bank of the Chicago river and was, being a friend of the French, regarded with an evil eye by the English. He was a wealthy fur trader, a man who enjoyed life and was not averse to a good glass. Having for seventeen years unsuccessfully aspired to the honor of becoming a chief of the Pottawattomie Indians, he left the place in 1796 and went to Peoria. His successor was a Frenchman named *Le Mai*, who in the spring of 1804 transferred his log cabin to *John Kinzie*, justly called the "father of Chicago".

John Kinzie, born at Quebec, in 1773, of Scotch parentage, had, after serving an apprenticeship in a silversmith's shop, settled at Detroit, where he devoted the time left him by exercise of his profession to trading with the Shawnee and

Ottawa Indians. He settled at Chicago in the spring of 1804, and soon enlarged Le Mai's cabin to a more comfortable dwelling, which he shared with his wife and his young son. This house was for many years the only one in the Chicago region occupied by a white man. How long it remained there cannot be determined; but sure it is, that it disappeared before 1830, in the first period of development of Chicago. Situated in the angle formed by the lake and the north bank of the river, it was directly opposite Fort Dearborn, erected later, presenting with its four poplars in a small garden before the house, and the green lawn gently sloping toward the river, an idyllic picture of peace. An occasional Indian loitering about or leading a pony packed with furs; an idle French-Canadian; the sentinel pacing to and fro in front of the fort opposite; a soldier lying in the grass, or another shooting the numerous wild ducks—this was the whole life at the colony composed of four cabins. Various games shortened the long hours of pioneer life, and sometimes the other settlers, Ouilmette. Pettell and Le Mai, all French-Canadians, would, with their Indian wives, or some guests from the garrison, waltz to the tunes from John Kinzie's fiddle. There being no inn, the transient strangers were always hospitably received at Kinzie's house. This hospitality was often accompanied by amusing incidents, an example of which is the following, after the version of a later daughter-in-law of Kinzie:

"A transient Southerner, a man of means and education, arrives at Chicago and asks for shelter for himself and his horse. Being directed to John Kinzie, the stranger is hospitably received by the latter, led into the parlor and presented to two ladies who happen to be there. After having been served with a good supper, the stranger asks for a boot-jack and quietly takes of his boots in presence of the astonished ladies. Before retiring he gives his orders for his breakfast. Highly pleased to find it satisfactory on the following morning, he concludes, the weather being moreover stormy, to stay another day; tired of reading, he walks up and down the room, chatting with his hosts.

On the following day, the weather having improved, the stranger makes ready for his departure and asks for the bill.

"You do not owe anything," says Kinzie quietly, "my house is not an inn."

"What, not an inn? And I have behaved in this manner in a private house!" exclaims the traveller, who now begins to excuse himself assiduously. The hosts, who had from the first noticed the erroneous impression, under which their guest labored, forgave him readily.

John Kinzie, who was carrying on a thriving business at Chicago, was very much respected for his probity by the Indians as well as the garrison. He established, in the course of years, a number of remote trading stations, whence his agents transferred the furs to Chicago on horses or in canoes. Aside from this, he still exercised his profession, furnishing the red-skins, (who called him shaw-neawkee, silversmith) with small but much demanded silver trinkets. He served the garrison as sutler, became later Indian agent of the United States, then justice of the peace, and finally representative of the American Fur Company.

John Kinzie lived constantly at Chicago, (except from 1812 – 1816, the time between the destruction an re-erection of Fort Dearborn) until 1828, in which year he died at the age of 65. His earthly remains were buried near his house on the shore of the lake and later transferred to the old burying ground on North av. and Clark st., and thence to Graceland Cemetery.

Kinzie was so much loved by the Pottawattomie Indians that they gave his widow $3.500 in the Indian treaty of Sept. 20, 1828.

The first settlers at Chicago lived for many years on the best of terms with the surrounding Indians. But in the course of time the increasing number of white men in the West began to be viewed with suspicion by the more powerful Indian tribes and occasional disturbances, several murders of white men by the Indians, though at places remote from Chicago, commenced to throw their shadows on the life of the colony.

Tecumseh, the powerful chief of the Shawanese Indians, and the last worthy representative of the noble Indian race already doomed to destruction, was at that time at the zenith of his fame. A man of great intelligence and sound judgment, he saw clearly, that the white man and the fire-water, his most powerful ally, meant the ruin of his own race, and therefor did everything in his power to check the progress of the whites. And in order to counterbalance their pernicious influence he preached the return to the simplicity of the old life, personally setting the good example. His chief plan was to form a union of all the Indian tribes, for the defense of their country. To this end he was ably seconded by his brother who, pretending to be in direct intercourse with the other world, travelled about the country communicating the revelations he had received in a dream—in reality his brother's plans—to the mystically inclined Indians, and meeting everywhere with an enthusiastic reception. When, in the spring of 1808, he arrived at the small Tippecanoe river, emptying into the Wabash, the redskins gathered around him from far and near to listen to the celestial revelations announcing the return of the old independence.

These events were naturally observed with the greatest interest by the small colony at Chicago. The United States fort, which had so long been promised to the settlers had since become a fact. It was begun in July, 1803, by a company of United States troops under the command of Captain John Whistler, and completed in the fall of the same year. It was located on a strip of land, measuring six square miles, ceded by the Indians to the United States government in 1795, and lying at the mouth of the Chicago river, southwest of the shore of Lake Michigan.

This fort, called *Fort Dearborn*, consisted of two log cabins with adjoining drill grounds, fenced in by a strong paling. A subterranean passage connected the fort with the river. The garrison was 69 men strong and disposed of three small cannon. In a two-story log house west of the fort was the United States ageney. Adjoining was a lot fenced in and used as a garden.

For six years the life at the fort was undisturbed, being spent in military service, in hunting, angling, bartering with the fur traders who now and then arrived, or the Indians who came to receive the rations granted them by the government. The only event of any importance was the arrival of a new captain, Nathan Heald.

But in the summer of 1810 traces of the influence of Tecumseh and his brother were manifested among the Pottawattomie Indians in the Chicago country, who had always been friendly to the white men. Having attended at St. Joseph a rally of different tribes, they were excited, and the chiefs had to exert all their influence to avoid the outbreak of hostilities. An Indian force under the command of the prophet had been dispersed by the United States troops under General Harrison, near Tippecanoe, and this event was soon followed by the news of the murder of several white men. The settlers around Fort Dearborn commenced to feel alarmed, and when in April 1812, eleven Winnebago Indians had murdered and scalped two inhabitants of the so-called Lee Place, (a farm on the south arm of the Chicago river, in the vicinity of the Bridgeport of to-day) they took especial precautions for their protection. Several attempts of the Indians to trouble the peace of the small colony having been unsuccessful, the rest of the year passed away quietly; but meantime new clouds had gathered on the political horizon.

On June 18, 1812, the United States had declared war against England. The English having won Fort Mackinac in July of the same year, the commander at Chicago was ordered to evacuate Fort Dearborn, to go by land to Detroit and to dispose of the public property at his discretion. Having heard that the provisions in the fort were to be distributed among them, the Indians came pouring in from all sides, and after six days the commander who, relying on the friendship of the Pottawattomie Indians, did not hasten to take his departure, saw himself in consequence of his heedlessness, confronted by nearly five hundred armed Indians, and thereby placed in a very dangerous position. Left with the alternative

either to obey the order and face the danger, or to hold the fort until the arrival of reinforcements, he could not decide either way. A friendly Indian who had delivered the order of evacuation, suggested that the fort be abandoned as soon as possible, in order not to give the Indians an opportunity for concerting measures, and that, to divert their attention from other things, the provisions be gradually distributed. This suggestion was approved by John Kinzie, who knew from his long intercourse with the Indians, how slow they were in forming their plans. The young officers on the other hand were in favor of holding the fort at any price. But the commander rejecting both propositions, resolved, very much to the detriment of all concerned, to follow his own ideas.

A consultation with the Indians, on Aug. 12, resulted in their promising to give the troops and the settlers safe-guard in exchange for cession of the provisions. On the following day arrived Captain Wells, the Indian agent at Fort Wayne, together with thirty friendly Miami Indians, who wished to join the garrison. Seeing the great danger in turning over to the Indians the rich provisions of whiskey, ammunition and guns, the forces committed the mistake of emptying the whiskey into the lake and destroying the rest of the ammunition. This flagrant breach of faith exasperated the Indians. One of the chiefs called on the evening of April 14, on the commander to return to him a medaillon granted to him by the government for his friendly services, saying that he could no longer restrain the young warriors from open rebellion.

Provisions and ammunition being destroyed it was impossible to hold the fort and there remained only the alternative of retreat, which was dangerous enough considering the great number of hostile Indians and their exasperated disposition.

Before the retreat, fixed for August 15, at 9 a. m., there arrived a message for John Kinzie, from a friendly Indian chief, assuring him safe conduct to St. Joseph, saying, that an attack by the accompanying Pottawattomie Indians was beyond question. Kinzie hoping to exert his great influence over

the Indians in favor of the garrison, declined for himself, but sent his wife, his children, nurse and two servants on the safe route. Scarcely had they arrived at the mouth of the river, when they received a message to halt.

The troops had just left the fort in good order, accompanied by the notes of a funeral march, and turning South along the shore of the lake, had reached a number of sand hills separating the shore of the lake from the prairie, when the accompanying Indians, about 500 in number, switched off behind those hills. After a march of about a mile and a half, Captain Wells who had been riding in advance of the column, suddenly galloped back to announce an immediate attack by the Indians. His words were almost immediately followed by a discharge from the sand hills, which the troops, being hastily drawn up in fighting array, answered. The Miami Indians accompanying them, thereupon took to their heels and disappeared in the prairie. The great number of the Indians soon brought the fight to a close. After two-thirds of the white men had been killed, the rest struck arms after being assured that their lives would be spared and an exchange be effected as soon as practicable. The attack was most savage. All the children of the colony, twelve in number, were butchered, and the women who defended themselves bravely, persecuted. John Kinzie's wife was dragged into the lake by two friendly Indians who thereby saved her life.

After the attack, the fort was pillaged and the booty yet remaining, distributed.

The Indians, having arrayed themselves in the women's clothes, bonnets, shawls, ribbons and feathers, they had plundered, would, but for the gravity of the situation, have made a most ridiculous impression. The fort was burnt on the following morning.

Shortly afterwards arrived a detachment of Wabash Indians, who wished to take part in the pillage of which they had been apprised. But seeing they had come too late, they resolved to take their share at any price, thereby endangering the life of Kinzie's step-daughter, who in a clever dis-

guise, barely escaped to the French family Ouilmette. The latter, being on good terms with the Indians, had nothing to fear from them.

Then the Indians went to the house of John Kinzie where they found the whole family assembled. Good luck would have it, that at this moment of the greatest danger *Billy Caldwell*, (commonly called Sau-ga-nash) a half-breed, a chief of the nation, and a friend of John Kinzie, appeared on the scene. The savages, embarrassed by his presence, and ashamed to acknowledge their bloody purpose, modestly asked for some white cotton to wrap their dead, and on securing it, took their departure peaceably.

Three days later John Kinzie and his family were taken to St. Joseph, Mich., whence the latter proceeded, in November, to Detroit, leaving behind John Kinzie, who did not join them until January of the following year.

The scope of this book forbids making mention of the interesting details attendant upon the escape of Captain Heald and wife, Lieutenant Helm and wife, and many other survivors.

The fort then lay in ruins until four years later, in 1816, peace having been concluded, and the rule of the United States over the lakes established, the fort was rebuilt on a somewhat more extended and altered plan. The scattered remains of the victims of the massacre of 1812 were then buried, and two companies of infantry under the command of Captain Bradley stationed at the fort.

Order being re-established, John Kinzie promptly returned with his family; the friendly Indians followed, new settlers arrived, and soon the life at the small place regained its old aspect.

The treaty of St. Louis, in which the Ottawa and Chippewa Indians ceded to the United States a strip of land extending ten miles North and as many miles South of the mouth of the Chicago river, from Lake Michigan to the Kankakee, Illinois and Fox rivers, was concluded in the same year.

In 1823 the garrison was removed from Chicago, the government having meanwhile obtained a footing on the Mississippi, which made a post in Chicago superfluous.

From 1828—1831, and again from 1832—1836, the fort was again garrisoned. But on Dec. 29, 1836, it was definitively given up by the government; the troops were withdrawn, and all of the fort but one small building, was ultimately demolished in 1857. This building was moved to the South end of Rush str. bridge, on the lot on which stands today the warehouse of the firm of W. M. Hoyt, where it remained until 1871, when it perished in the great fire, together with many other monuments of old Chicago.

A marble slab on the house of W. M. Hoyt commemorates the history of the former post.

In the fourteen years from the re-construction of Fort Dearborn in 1816, until 1830, Chicago developed but little, and hardly changed in its outward appearance.

During these years however, the plan of constructing a canal between the lakes and the Mississippi (already conceived by Joliet, as mentioned in the beginning of this history) was seriously considered by Congress, and on March 30, 1822, ten thousand dollars were granted for the survey of the land through which the canal was to be cut; the State of Illinois being authorized to build the canal on land belonging to the United States, and receiving besides, a land grant of ninety feet on each side of the canal. Subsequently, in

1825, the Illinois and Michigan Canal Company was organized, which, after having with the aid of the State of Illinois, made several attempts to realize the project, came to the conclusion that, a loan being, for a long time, out of the question on account of the depression of the money market, a successful realization of the project could be effected only through an additional grant of land by the government. The advocates of the enterprise, (among whom representative Cook was especially ardent), having succeeded in obtaining a magnificent grant of land extending on both sides of the canal, over 284,000 acres, among which were 113,000 acres of fertile prairie land, the success of the enterprise was assured, and the name Chicago, which (as was mentioned in the introduction to this history) then signified the whole region about the city of Chicago of today, began to gain a a more precise meaning.

CHICAGO FROM 1830 TO 1836.

The canal commissioners appointed by the legislature "to lay out the route of the canal, to survey cities, to sell land and to expend the revenue therefrom for the construction of the canal," commenced in October, 1829, to lay out the town of Chicago, and on August 4. 1830, the survey of James Thompson, the government surveyor, was published, showing for limits of the city the present State, Madison, Desplaines and Kinzie streets, with an area of about three-eights of a square mile. The number of inhabitants in Chicago did not, at that time, exceed one hundred, partly whites and partly half-breeds, besides the two companies of U. S. Infantry stationed at the fort.

The hamlet of Chicago grew but little in the first year of its existence, as the canal commissioners did not sell much land, although the lots now constituting the most valuable property, sold for from $11 to $70, and the land outside the city limits mentioned above, was offered at only $1.50 per acre.

In March, 1831, the present Lake, McHenry, DuPage and Will counties were added to the precinct of Chicago, and the whole district named Cook County after Hon. Daniel H. P. Cook, in recognition of his services for the passage of the canal bill and the land grant in connection with it.

In June, 1831, the garrison was removed to Green Bay, and the fort and other government property placed under the charge of the resident Indian agent.

The first commissioners of Cook County held a session on April 13, 1831, imposing a tax of ½ per cent on all estate, real and personal, and granting the two first licenses for the sale of liquors; one to Elijah Wentworth for seven dollars; and the other to Samuel Miller for five dollars, with a fixed schedule of prices for lodgings, drinks, etc., as follows:

Each half pint of wine, rum or brandy	.25 cents.
Each pint do	.37½
Each half pint of gin	.18¾
Each pint do	.31¼
Each gill of whiskey	.06¼
Each half pint do	.12½
Each pint do	.18¾
For each breakfast and supper	.25
For each dinner	.37½
For each horse fed	.25
Keeping horse one night	.50
Lodging for each man per night	.12½
For cider or beer, one pint	.06¼
For cider or beer, one quart	.12½

It was besides resolved to run a ferry-boat over the Chicago river at its bifurcation, and to grant a number of business licenses.

Toward the close of September of the same year, the peace of the settlers was greatly disturbed by the arrival of about four thousand Indians, who had come to receive their yearly supplies. Although by no means in a friendly mood, they were entreated by Billy Caldwell (Sau-ga-nash) an influential half-breed, who was a mutual friend to both parties to leave the place quietly, which they did, after having indulged in a wild drinking bout.

The winter of that year passed quietly. Mark Beaubien, (of whom more anon) placed all his social talents at the disposition of the settlement; music and dances, debates in the club and an occasional wolf hunt within the present limits of the city, helped to pass the time away.

The young colony were sanguine in their expectations of the new year, hoping for an increased number of new arrivals, when in the spring the news spread of the hostile movements of *Black Hawk*, a famous Indian chief, who was on his way to Canada, murdering and pillaging everything he encountered while traversing Illinois and Michigan. The sparse population of the neighborhood, unable to offer resistance, fled to Chicago, seeking refuge in Fort Dearborn, which however, at that time had no garrison, but only a company of volunteers to do patrol service. The settlers, as may be imagined, were in great distress, knowing perfectly well the fate in store, if the Indians made a successful raid upon them. The situation was aggravated by the news that the Ottawa, Pottawattomie and Chippewa Indians, who all belonged to the Chicago agencies, were considering the inducements held out to them by Black Hawk. The fear among the settlers was so great, that, according to the testimony of a witling, they were, upon awaking in the morning, in the habit of assuring themselves, that they still were in possession of their scalps. But again it was owing to the influence of Billy Caldwell, the half-breed, that the peaceful relations existing were preserved.

The colony was somewhat re-assured by the arrival on June 17. of a small number of U. S. troops, who were quartered in tents outside of the fort. Four other companies, under General Scott, reached Chicago by steamboat on July 10, but these, instead of inspiring the colonists with greater confidence, brought with them the cholera, an enemy hardly less dreaded than the Indians. The families were summoned to leave within twenty-four hours, the fort which was to receive the troops and the patients. This order was promptly obeyed, although it involved great hardships for the refugees who were now without any shelter until they succeeded in

building some temporary shanties. Only a small number of them had found refuge in houses deserted by settlers fleeing from the cholera. Being destitute of cooking-utensils, lacking proper food and being crowded together, their situation, especially that of the patients, was almost insupportable.

Another steamer, arriving on July 18, brought more soldiers suffering from cholera. Two days later, the troops, who had lost a hundred men within ten days, started for the battle-field, but learned on the way thither, that on August 2. an encounter with an issue unfavorable to the enemy had terminated the Black Hawk war.

Although, having in no wise contributed to the military success, the troops that had been stationed at Chicago and marched through Northern Illinois, Southern Wisconsin and the beautiful Rock River Valley, were of great benefit to the future of the city, since they pictured to the East in the liveliest colors the beauty and fertility of the sections they had traversed, thereby causing a very considerable increase in the number of emigrants who, stopping at Chicago on their way to the far West, greatly enlivened the place. In the fall of 1832, the settlement offered a very curious aspect: New emigrants, of all sorts and conditions and of corresponding exterior arrived daily on foot, on horseback or in wagons and continued after a short stop, their journey West. With all this Chicago had gained but twenty souls by the close of the year; but its favorable geographical situation, its natural advantages as a harbor, had commenced to attract the attention of intelligent people, which found its expression in the now rapidly increasing number of new settlers.

So many new settlers arrived in the spring, 1833, that 150 new houses were built; at the same time the chances of the city were materially improved by a grant of $25,000, by Congress, (voted on March 2. of the same year) for the improvement of Chicago harbor.

The Chicago river had so far been inaccessible for laden vessels, in consequence of a shelf of sand situated across its mouth. In order to open the entrance to it, about five

hundred feet of the Southern harbor dam were completed in the course of 1833, and as much of the Northern dam in the following year, thus cutting off the old channel that turned South. The dredging, which had hardly been begun, was, in the spring of 1834, suddenly brought to an end by the high water of the river, which swept away the remains of the bank and permitted for the first time large vessels to enter the river.

An event of still greater importance for the city was, however, the treaty with the Chippewa, Ottawa and Pottawattomie Indians, concluded in September, 1833, in which they ceded to the United States a large part of Northern Illinois, Southern Wisconsin and large sections of land in Indiana and Michigan. The surroundings of Chicago, being thereby opened to white settlers, and riddened from the dangerous neighborhood of the Indians, the city was greatly benefited by the treaty.

The Indians, discouraged by the defeat of Black Hawk, and deteriorated by many vices adopted from the whites, (especially that of excessive drinking) after long urging, reluctantly gave their assent to the stipulations of the treaty.

Chicago presented in those days a curious picture. Besides emigrants in all imaginable array, there were the camp of five thousand Indians besieged by a host of adventurers, who were trying by all sorts of tricks to take advantage of the drunken red-skins; land-sharks, Indian-traders, horse-thieves, liquor-peddlers, in short, all sorts of desperadoes of white, black and red shades, half-breeds and other mixtures. There was an incessant noise about the town from early dawn till late at night. After the whites had done swearing during the day, the red-skins began to howl at night. Life in public was filthy, and the homes were full of squalor.

On the wide prairie interesting scenes from Indian life could be observed: Indians on foot or on horseback, exercising with their spears; a race between Indian ponies, accompanied by the wild yells of their riders; a council of grave, deliberating chiefs; near by a drunken Indian, brandishing his bowie-knife, surrounded by his neighbors,

trying to quiet him; a family with laden ponies and wolf dogs, about to leave the place; a drunken Indian on the arm of a companion, opposite his squaw, whose weeping and wailing would be heart-rending, were it not that she too is drunken; at every step drunken people staggering about or lying on the ground—a pitiful picture of the deterioration of a race once so healthy and manly.

The great council in which it was decided to cede the land above named, to the United States government, was a touching affair, says Charles J. Latrobe, an English traveller, from whose graphic accounts the above pictures are taken. It had been preceded by a preliminary meeting, in which the U. S. commissioner opened the negotiations by saying that the great father in Washington, having heard of the intention of the Indians to sell their land, had sent them a commissioner to negotiate with them, whereupon the Indians replied promptly through their interpreter that the great father must have met an ominous bird who told him a falsehood; for they were far from wishing to sell their land.

The commissioner then said that having come together in a council, the question had better be considered; and he proceeded forthwith to acquaint them with the wishes of the great father, asking them to give him their opinions about the question. Being thus driven to the wall, the chiefs looked up to the sky and, observing a few clouds, declared the weather was not favorable enough for so weigthy a deliberation. Thereupon they adjourned.

We here quote Latrobe:

"Day after day passed. It was in vain that the signal-gun from the fort gave notice of an assemblage of chiefs at the council fire. Reasons were always found for its delay. One day an influential chief was not in the way; another, the sky looked cloudy, and the Indian never performs an important business except the sky be clear. At length, on the 21st of September, the Pottawatomies resolved to meet the Commissioners. We were politely invited to be present.

The council fire was lighted under a spacious open shed on the green meadow, on the opposite side of the river from that on which the Fort stood. From the difficulty of getting all together, it was

late in the afternoon when they assembled. There might be twenty or thirty chiefs present, seated at the lower end of the enclosure, while the Commissioners, Interpreters, &c. were at the upper. The palaver was opened by the principal Commissioner. He requested to know why he and his colleagues were called to the council. An old warrior arose, and in short sentences, generally of five syllables, delivered with a monotonous intonation, and rapid utterance, gave answer. His gesticulation was appropriate, but rather violent. Rice, the half-breed interpreter explained the signification, from time to time to the audience; and it was seen that the old chief, who had got his lesson, answered one question by proposing another, the sum and substance of his oration being—'that the assembled chiefs wished to know what was the object of their Great Father at Washington in calling his Red Children together at Chicago.'

This was amusing enough after the full explanation given a week before at the opening session; and particularly when it was recollected that they had feasted sumptuously during the interval at the expense of their Great Father, it was not making very encouraging progress. A young chief arose and spoke vehemently to the same purpose. Hereupon the Commissioner made them a forcible Jacksonian discourse, wherein a good deal which was akin to threat, was mingled with exhortations not to play with their Great Father, but to come to an early determination, whether they would or would not sell and exchange their territory; and this done, the council was dissolved. One or two tipsy old chiefs raised an occasional disturbance, else matters were conducted with due gravity.

The relative positions of the Commissioner and the whites before the council-fire, and that of the Red Children of the Forest and Prairie, were to me strikingly impressive. The glorious light of the setting sun streaming in under the low roof of the council-house, fell full on the countenances of the former as they faced the West—while the pale light of the East, hardly lighted up the dark and painted lineaments of the poor Indians, whose souls evidently clave to their birth-right in that quarter. Even though convinced of the necessity of their removal, my heart bled for them in their desolation and decline. Ignorant and degraded as they may have been in their original state, their degradation is now ten-fold, after years of intercourse with the whites; and their speedy disappearance from the earth appears as certain as though it were already sealed and accomplished."

The treaty was signed on Sept. 26, 1833. Only one of 77 chiefs was able to write his name. The others affixed, as a sign of assent to the stipulations of the treaty, a cross under it, which was explained by adding the names, as *Shaw-waw-nuk-wuk,* his x mark, *Shaw-we-mon-e-tay,* his x mark, etc. The treaty granted to the Indians five million acres of land on the East side of the Missouri; the amount of $470,000, payable in different sums and at different periods; an annual pension to specially mentioned individuals and for twenty years a yearly payment of $14,000, as an indemnity for the cession of their lands.

Even before the conclusion of the treaty, (which everybody felt sure would be effected) the incorporation of the town of Chicago was concluded on Aug. 5, 1833. The first town-trustees wer selected on Aug. 10, and the limits of the town enlarged to Jackson street, on the south, Jefferson and Cook streets, on the west, Ohio street, on the north; and north of the river, to the lake, and south of the river, to State street, on the east. After the election of the officers, Chicago was, at the close of 1833, a town legally and completely organized, with a population of about 250.

The place extended at that time, along the south side of the river (the present South Water street) West to the settlement at the bifurcation of the river. There were, besides, a few shanties in the prairie, the present South side, and a few North of the river. The whole, however, had a pitiful appearance. Coming from the South, out of the oak grove near 24th street, one could look over a wide plain to the banks of the river, sparsely dotted with trees. A large pool, forming a sort of bay, and allowing ferry boats to sail up as far as Randolph and Dearborn sts., connected with the South bank of the river, where to-day State street begins.

A tannery and a saw-mill were the only industrial establishments. The meat interest, which has since grown to such gigantic proportions, was represented by George W. Dole, who erected at the south-east corner of Water and Dearborn sts. the first large frame house, in which he slaughtered and packed during the winter, several hundred

pieces of cattle and pork, which were shipped to Detroit and New York in the spring.

Charles Butler, a brother-in-law of the well-known old settler, William B. Ogden, travelling in the summer of 1833, from New York to Chicago, gives in the account of his journey, some interesting details as to then existing transportation facilities. Having reached Detroit by a steamboat from Buffalo, he continued his journey by land, following in his vehicle and with the aid of a guide, the only way to Chicago, an Indian path which led through Southern Michigan and Northern Indiana to Michigan City, a hamlet of a few houses in the midst of a desert of sand. On the morning after his arrival, his host unfolded, according to Butler's own humorous statement, a plan of Michigan City, owned by him and surveyed at his instance, explaining to him with much enthusiasm that this place was destined to become the great harbor of Lake Michigan, urging him at the end to purchase a few lots. Thence the journey was continued on horseback along the shore of the lake. He speaks with much warmth of the first impression he received of the surroundings of Chicago. The view of the wide prairie gilded by the setting sun; the seemingly boundless surface of Lake Michigan; the absence of all animal and of every sign of human life; all this impressed him as a beautiful picture of peace.

The place itself, however, inhabited by a few hundred people who lived in houses of the most primitive character, bearing the mark of haste, being mostly mere shanties joined together in a few days, was a great disappointment to him. The emigrants who arrived almost daily in vehicles of all sorts, camped usually under the cover of their wagons until more permanent shelter was provided for them. A house, so-called, was generally erected in a few days; the majority of contracts for building houses stipulated a week for the execution of the work. There were almost constantly from 200 to 300 strangers at Chicago. Butler says that in his inn, which was filled with emigrants and travellers to the last corner, the partitions of the various rooms were formed by

upright stands, with sheets attached to them. A large part of the floor was, every night, covered with guests. From the east window of my room situated in a house on the west side of the south arm of the river, I could see Lake Michigan beyond Fort Dearborn near the shore of the lake, and the few very low houses of the settlement; and follow the course of the river, the water of which was, from its bifurcation, as clear as the water of the lake.

The condition of Chicago, her future and that of the surrounding country, was naturally the subject of all discussion. The large section between Lake Michigan and the Mississippi, which was then considered the western boundary of the West, and the country on the northwest of it—including the whole of Wisconsin, Minnesota and Iowa—was at that time an entirely uninhabited land with a luxuriant vegetation and a virgin soil.

The eastern part of Michigan was then inhabited by 20,000 people; the western part was only a sparsely populated wilderness. Northern Indiana was in a similar state, and Northern Illinois, including Chicago and the section toward the Mississippi, had only a scattered population, settled generally along the western rivers.

The project of connecting Chicago with the Mississippi, by the Illinois and Michigan Canal was again and again taken up. The Congress of the United States had long ago encouraged the construction of the canal by donating every alternate section of the land to be traversed by the canal. But the State of Illinois had so far taken no steps.

The entire trade of the Mississippi valley was then in the hands of New Orleans. The canal was universally regarded as a boon not only to Chicago, but to the whole country, and spurred on by the general interest felt in the subject, the legislature of Illinois took in its session from 1834 to 1835, preparatory measures by granting a loan for the execution of the canal which was finally completed in 1848 in spite of the financial difficulties, which beset the State treasury and temporarily interrupted the work. With regard to these difficulties, the canal, when completed, was regarded not only

as a monument of the spirit of enterprise of the State of Illinois, but also of its conscientiousness in fullfilling its engagements.

The tide of emigration setting in in the spring, 1834, after the conclusion of the treaty with the Indians, in Sept. 1833, Chicago was unable to accommodate the great mass of people looking for shelter, and the majority therefore camped in covered wagons or under some other temporary roof. Real estate, which had so far had no precise monetary value, having been purchased or disposed of by way of barter, for horses, etc., kept pace with the growing development of the place, the buyers became more and more numerous, a mass of real estate agents were pushing the sales, and in consequence of all that, a lot which had a year before been a burden on account of the annual tax of two dollars, or had seemed too high at twenty dollars, rose suddenly to fifty dollars, two days later to sixty and in a fortnight more to a hundred dollars. Toward the close of the year almost every inhabitant was, besides exercising his regular profession, speculating in real estate; not with a view to investment, but to the gain realized from quick sales.

The speculating fever reached its culminating point in 1835. An auction by the government, lasting four entire months, had attracted, besides a number of bona fide settlers, a host of adventurers and speculators. The large gains realized in the shortest time from the sale of land, and the well founded confidence in the future of the newly opened regions, led to the formation of the most extravagant plans, and Chicago was the place where all these phantasmagories were realized. Large strips were day after day sold by the government at $1¼ per acre; and only a few days later the land was resold in lots properly laid out on neatly drawn and colored plans, showing the streets of the future city, already baptized with some Indian name, the public squares, sites for school houses, churches, etc. The speculators thus parcelled out the greater part of Illinois, Michigan and Wisconsin, prairie, forest and sandy ground, located cities and streets, which, without having a house or a

man to show, were sold and resold within a few weeks. A goodly number of places, such as *Koshkonong*, *Oquaka*, *Wis.* and others were sold several times without existing either at the time of the sales or thereafter. Places which, according to the judgment of speculators, were destined to become important harbors on rivers or lakes had a special attraction for them, and hardly a mouth of a river, however insignificant, was spared being made the site of a new city. The humorous side of the situation was not wanting; for very few of the buyers having personally seen the purchased lands, and the survey being, in many cases, inexact, the city with the strange Indian name could frequently not be found on the land, but was according to the plan, located in the river or lake.

Values in land of all kinds, an endless number of farm and wood-lands, a mass of titles, of more or less doubtful origin, etc., were in the market, and wherever men met, the trade in land was the one absorbing subject of conversation. The more extravagant the project, and the more remote the land, the greater was the craze for it. Considering that the same territory which was then the object of wild speculation, is even to-day sparsely populated, with its five million people, and at that time was inhabited probably only by the hundredth part of the population of to-day, the pursuit of those days must appear all the more extravagant.

This unwholesome state of things resulted from the attraction which the enormous gains realized from the speculation in land exercised over the capital stored up at the large money markets of the East, Boston, Philadelphia and New York. The country was moreover at that time flooded with bank notes, which by authorization of the loose legislatures of several states, had been issued in amounts altogether incommensurate with the legitimate wants of business. These large means did not care for solid investment, but for the mere gain realized from the reselling of purchased land. Although there existed among intelligent people a certain distrust in the artificial values, everybody hoped to sell out

before the outbreak of a crisis which was imminent and suddenly set in.

On June 23. 1836, Congress passed a law instructing the U. S. treasury to withdraw the privilege of deposit of all public moneys from any banks which should at any time refuse to redeem their notes in cash and to refuse, at the same time to accept their notes in the U. S. offices. Very few banks disposing of sufficient cash to redeem their large issue of notes, a general suspension of cash payment, and the ensuing insolvency of most Western banks in May, 1837, was, after a long depression of business, the final outcome of the situation. The consequence of this was a sudden fall of the prices of real estate in the West. A large part of it was in a short time reduced to the price it brought three years before, *i. e.*, to about one-tenth of the price it had brought before the crisis. The burden was, however, born for the most part not by the settlers at Chicago, but by the Eastern speculators.

1838—1870.

The history of Chicago, as we have followed it down to this time, is intimately connected with individual men and localities; from here the interests of the community commence to preponderate. We observe the wheel-work of business interests commencing to co-operate; we see the development of highways of travel and commerce, and how provision is made for the common necessities of all; in short, we follow the constantly changing conditions of a great and flourishing community. Only individual features of such a history can be passed in review; its most essential points have been touched upon in other places; and its whole extent lies beyond the scope of this book.

The most important events of the period from 1838 to 1870 are: the *Great Flood* in the year 1849; the *Great Crisis* of 1857, and the *Great American Civil War*, which broke out in 1861. Other incidents that will be briefly mentioned under special dates, will be given principally to impress the contrasts in the very brief and extraordinary development of the city. * * * *

The beginning of the year 1838 was gloomy enough. Business in general was growing constantly duller, and the once so flourishing real estate business was almost wholly in the hands of the sheriff. To this general distress there was added an epidemic malarial fever, caused by the drying up of the swampy soil of the region in the unusual heat of that summer, to the fatal attacks of which many of the inhabitants fell victims.

Courage, however, was not lost, for in the second story of a wooden store a theater was opened which bore the ambitious name "*Rialto.*"

The year 1839 brought only a continuation of the oppressive conditions, which were still more heightened by the fact that the notes of the Michigan banks, which were circulating extensively in the little city, became worthless through the collapse of those banks. And on the 23d of October of the same year, the State Bank of Illinois, with its many branches, suspended its payments. On the 27th of October, the *greatest fire* that the city had experienced *up to this time* destroyed the *Tremont House* and seventeen other houses, entailing a loss of $60,000.

Not until 1842 was there any marked improvement in the business and growth of the city. A United States bankruptcy law went into effect, and many of the merchants of the city took advantage of its provisions. On April 13, 1843, the first tri-weekly express began to run between Chicago and the East. On the 21st of April, a city ordinance went into effect, which declared the hogs that roamed at large a hindrance to traffic and banished them from the streets.

The good old times finally returned in 1844. Over 600 houses were built and the population increased to over 12,000.

In 1845, work on the canal, which had been suspended on account of the lack of funds, was again resumed. And on the 26th of November, of this year, the first newspaper in the German language, the "*Chicago Volksfreund,*" made its appearance.

In 1846, Chicago was made a port of entry, and on July 5, 1847, the great †*River and Harbor Convention* assembled

here. On the 15th of January, 1848, the *first telegraphic despatch* was sent over the line between Milwaukee and Chicago. On the 10th of April, the *first boat*, the "General Frye," passed through the *Illinois and Michigan Canal;* and on the 25th of October, the first trial trip was made on Chicago's first railroad, the "Galena and Chicago Union Road."

The year 1849 brought with it the outbreak of the California gold fever, which drew away a large number of the new settlers of Chicago. But the most important event of the year was the *Great Flood.* The winter, with its abundant fall of snow, was followed by frequent heavy rains. In the early days of the month of March, after several days of continuous rain, the ice in the Des Plaines river broke loose and jammed itself in the river-bed, so that the water flowed off into Mud Lake. From there it made its way into the south arm of the Chicago river; the ice of the latter was lifted by the swollen waters and swept toward the lake by the swift current. Between nine and ten o'clock, on the 12th of March, the crashing and crushing of the ice as it broke up was heard in the southern end of the city. We quote below a very vivid description from "Blanchard's History of the Northwest:"

Of course each owner or person in charge at once sought the safety of his vessel, added additional moorings to those already in use, while all waited with anxiety and trepidation the result of the totally unexpected catastrophe. It was not long in coming. The river soon began to swell, the waters lifting the ice to within two or three feet of the surface of the wharves; between nine and ten A. M. loud reports as of distant artillery were heard towards the southern extremity of the town, indicating that the ice was breaking up. Soon, to these were added the sounds proceeding from crashing timbers, from hawsers tearing away the piles around which they were vainly fastened, or snapping like so much pack-thread, on account of the strain upon them. To these in turn were succeeded the cries of people calling to the parties in charge of the vessels and canal boats to escape ere it would be too late; while nearly all the males, and hundreds of the female population, hurried from their homes to the banks of the river to witness what was by this time considered to be inevitable, namely, a catastrophe such as the city never before sus-

tained. It was not long before every vessel and canal-boat in the South Branch, except a few which had been secured in one or two little creeks, which then connected with the main channel, was swept with resistless force toward the lakes. As fast as the channel at one spot became crowded with ice and vessels intermingled, the whole mass would dam up the water, which, rising in the rear of the obstruction, would propel vessels and ice forward with the force of an enormous catapult. Every lightly constructed vessel would at once be crushed as if it were an egg-shell; canal-boats disappeared from sight under the gorge of ships and ice, and came into view below it in small pieces, strewing the surface of the boiling water.

At length a number of vessels were violently precipitated against Randolph-street bridge, then a comparatively frail structure, and which was torn from its place in a few seconds, forcing its way into the main channel of the river. The gorge of natural and artificial materials—of ice and wood and iron—kept on its resistless way to the principal and last remaining bridge in the city, on Clark Street. This structure had been constructed on piles, and it was supposed would prevent the vessels already caught up by the ice from being swept out into the lake. But the momentum already attained by the great mass of ice, which had even lifted some of the vessels bodily out of the water, was too great for any ordinary structure of wood, or even stone or iron to resist, and the moment this accumulated material struck the bridge, it was swept to utter destruction, and with a crash, the noise of which could be heard all over the then city, while the ice below it broke up with reports as if from a whole park of artillery. The scene just below the bridge after the material composing the gorge had swept by the place just occupied by the structure, was something that bordered on the terrific. The cries and shouts of the people, the crash of timbers, the toppling over of tall masts, which were in many cases broken short off on a level with the decks of the vessels, and the appearance of the crowds fleeing terror-stricken from the scene through Clark and Dearborn streets, were sounds and sights never to be forgotten by those who witnessed them. At State street, where the river bends, the mass of material was again brought to a stand, the ice below resisting the accumulated pressure, and the large number of vessels in the ruck, most of which were of the best class, the poorer ones having previously been utterly destroyed, helping to hold the whole together. In the meantime several canal boats, and in one instance a schooner with rigging all standing, were swept under this instantaneously constructed bridge, coming out on the east-

ern side thereof in shapeless masses of wreck, in the instance of the schooner, and of matchwood in the instance of the canal boats. Presently the ice below this last gorge began to give way, clear water appearing, while a view out into the lake showed that there was no ice to be seen. It was then that some bold fellows, armed with axes, sprang upon the vessels thus jammed together, and in danger of destruction. They succeeded in detaching the vessels at the eastern end of the gorge, one by one, from the wreck, until finally some ten or twelve large ships, relieved from their dangerous positions, floated out into the lake, their preservers proudly standing on their decks and returning, with salutes, the cheers of the crowd on shore. Once in the lake, the vessels were secured, in some cases by dropping the anchors, and in others by being brought up at the piers by the aid of hawsers.

In the winter of 1849, when the population was 23,047, cholera made its appearance in Chicago, and spread constantly, until in August the death rate had risen to thirty in a single day.

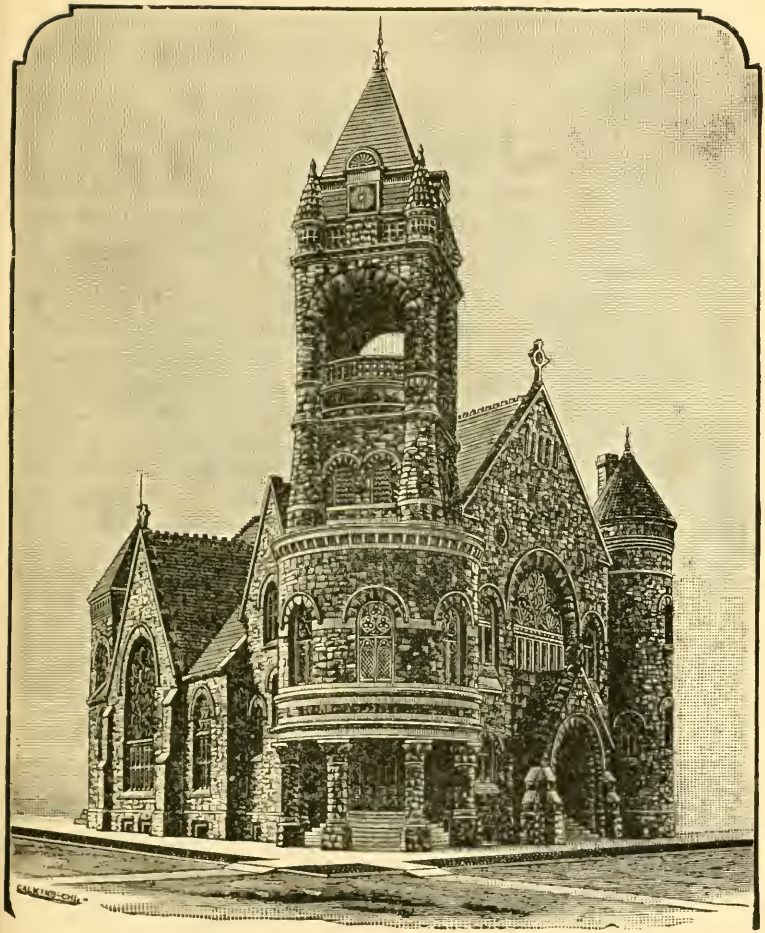
The most important events of 1850 were the opening of the *Galena and Chicago Union Railroad* to Elgin and the *lighting of the city by gas.*

On the 20th of February, 1852, the first through railway train on the Michigan Southern R. R. arrived from the East, and was received with salvos of artillery. And this was followed on the 21st of May by the first train on the Michigan Central R. R.

On the 7th of February, 1853, the *new Court House* was occupied. On the 23d of April, a great ovation was given by the Scandinavians to their countryman *Ole Bull*, the famous violinist.

The first train on the *Chicago & Rock Island R. R.* arrived June 5, 1854. From June till September a malignant type of cholera prevailed.

The year 1855 was marked by the great "*Beer Riot.*" An attempt by the dominant party to bring about a reduction in the number of saloons by increasing the license fee from $50.00 to 300.00, as well as the enforcement of old Sunday laws against saloons, created much bad blood. An attempt to liberate several saloon keepers who had been arrested led



SOUTH CONGREGATIONAL CHURCH,
Drexel Boulevard, Northwest corner of Fortieth Street.

to a fight between the police and the rioters, in which the latter suffered the death of one man, the wounding of several more, and the arrest of 60 others. This ended the affair.

On the 30th of May of this year, the railroad to Burlington, Iowa, was opened.

The first steam-tugs were used in May, 1856.

In 1857 occurred the *Great Crisis* which affected the whole country. A large number of merchants failed; several banks suspended; the city's orders could not be paid and went to protest; and the business situation was much depressed. But the population of the city had increased to 93,000.

The year 1861 brought with it the outbreak of the *Civil War*. The enlistment and equipment of troops and the erection of the famous Camp Douglas on Cottage Grove ave. and 33d st., brought much life into the city. The camp, which covered about fifteen blocks, was first used by the Illinois volunteers, and later for the detention of prisoners of war. Chicago took the most active interest in the care of the wounded; and the organization of many aid societies, the great *Chicago Sanitary Fair*, as well as the events of the war, completely occupied the public interest.

The next important event, and indeed the most important in the history of Chicago, was the *Great Fire* of the year 1871.

THE GREAT FIRE.

At the time when in countries of the old world the heat of summer and a short autumn are, almost without transition, succeeded by the rudeness of winter, this country enjoys the most delightful days of the year, the Indian summer. A new activity sets in. A fertile soil has rewarded the husbandman with rich harvests; the winter with its needs is approaching, and the liveliest intercourse between city and country during the whole year, the fall trade, begins. So it had always been, and the prospects for the wholesale business of the city of Chicago which was increasing year after year, were brighter than ever in October 1871. An inland population of more than eleven million people was accustomed to supply its wants from this market, and the most feverish activity could scarcely meet the demands of the gigantic traffic which, crowded into a few months, terminates the successful commercial year. Not a cloudlet on the sky to disquiet the good people of Chicago.

But the irony of fate would have it that a cow should upset all human calculations.

On the West Side of the city, near the crossing of DeKoven and Jefferson sts., in a locality densely covered with the small frame houses, barns, sheds and high wooden fences of a poor population, stood the house of the now historical Mrs. O'Leary. On the evening of the fatal Monday, Oct. 8, 1871, the heroine of this episode went into her barn with a kerosene lamp, intending to feed or milk her cow. While doing this, the cow, signalizing either satisfaction or the opposite, kicked with one of her hind legs and upset the lamp.

An explosion; burning oil spreading over the hay and straw around, an immense flame which soon reaches the low roof of the barn, and the most fatal chapter in the history of Chicago had begun.

This version of the origin of the fire, seemingly supported by a later discovery of a kerosene lamp in the ashes of the barn, has been frequently attacked. The poor woman who according to the statements of her neighbors, ran up and down in front of her burning property, cursing the cow, afterward denied it all. It is possible that the enormous consequences entailed by the accident, oppressed the mind of the woman with a sense of guilt, and that fear led her to change her account of it. Be that as it may, this is the favorite theory and, it has been popularized in various manners by numerous verses and pictures of more or less merit.

Insignificant as the whole occurrence was in itself, in conjuncture with certain conditions prevailing in the city it was unfortunately very favorable to the development of a large conflagration.

In the article "Architecture of the City" we have shown that more than two thirds of the city consisted of wooden buildings, and have given the reasons therefor. To this must be added that wooden sidewalks were commonly used, these being replaced by stone only in the business portion of the city and that inhabited by the wealthy. The erection of wooden buildings in certain parts of the city had been forbidden by law; but the ordinance had been in effect since 1865 only and had therefore changed but little the existing order of things. The law that was passed only with great difficulty was, on the other hand, constantly violated by the erection of new wooden buildings, the authorities frequently deeming it in the interest of their popularity not to enforce it. Thus the number of wooden buildings, in the new fire district, remained about one half of all, a new brick building almost always alternating with a new frame house.

Thus a large part of the so-called business centre consisted of wooden buildings, some of them very miserable. The portion extending a few blocks South between La Salle

and Madison streets and the river, where to-day the wholesale business is so admirably located, was at that time covered with numerous miserable booths half-decayed. There were but a few better establishments. The population was made up of a great number of mongers of all sorts, prostitutes and other doubtful characters. The so-called Conley-Patch, a portion of those quarters situated along the river, lodged the most dangerous elements in the city.

Even the better class of buildings which is to-day so honorably represented in Chicago, was then open to much censure. The "Chicago Tribune" published on Sept. 10th, but a month before the fire, a pungent editorial on the subject:

"Chicago, as we are all persuaded in our secret hearts, and as we sometimes venture to hint in our more confidential moods, has some things to be proud of. So conscious are we of our merits, and so confident of our superiority over all other places, both in the Old World and the New, that we can estimate at their true value the carping criticism and envious jibes of peripatetic letter-writers, who profess to find in us something of the spirit of self-glorification and something of that overweening sense of our own excellence, which assumed that we have nothing to learn from the experience and the ways of older communities. It is well enough for them whose growth has been slow, and whose development has been gradual, to talk of *ars longa;* it is only for us to remember the other half of the rusty old adage, that life is short, and to do what we do quickly, persuaded that, if only a thing is done at all, it is necessarily done well because we do it. If our buildings sometimes tumble down over our heads, because we run up walls, a hundred feet or more in height, of a single brick's thickness; if our magnificent cornices sometimes come rattling down into the street in a high wind, because their seemingly beautiful stone carvings are only ingeniously molded and skillfully painted sheet-iron; if our stately Gothic church-towers sometimes topple over, or depart from the perpendicular, because they are tin only, and not the massive stone they are meant to represent; if our marble fronts are sometimes only thin veneers, so chamfered as to cheat the eye into believing that they rest upon solid blocks; if on these fronts we stick figure heads of stueco, or soft stone, in places where, neither in the heavens above nor in the earth beneath, there can be found any reason for putting them at all, or any

reason whatever even for the existence of such effigies; if we mix up Ionic and Corinthian, Renaissance and Elisabethan, in inextricable confusion, their lines of beauty and of strength preserved in everlasting pine and shingle-nail and putty—in doing these and a hundred other things like them quite as shocking, when judged by any true standard in art or science, we hug ourselves with a comfortable feeling of self-complaisance, and rejoice, and possibly boast, that if we have not got the real thing itself—if we are sure we know what that is—we have got, at least, the semblance of it. And the worst of it is, we are growing content with that semblance. The dispensation of veneering, of sheet-iron, of pine planks, of stucco, of the meretricious in architecture and the false in art, seems of late to be becoming the established order, and if so be that we can achieve the outside appearance of some respectable reality, we are quite indifferent to the fact that the thing itself is only a sham and a cheat, a snare and a lie. Whether it is that sudden prosperity has debauched us, this is not the spirit that distinguished the Chicago of a few years ago. * * * But where is that spirit now? Has it all run to shams and shingles?"

The exceedingly great draught which had prevailed during the summer, was, furthermore of the greatest moment. From July 3rd to October 9th only $2\frac{1}{2}$ in. of rain had fallen, against an average rainfall of $8\frac{3}{4}$ in. in former years.

The exhaustion of the firemen must moreover be taken into account. On the very eve of the great fire, they had, after a very busy week, (28 fires, among which several important) successfully fought one of the largest conflagrations of Chicago (only nine blocks north of the place where the great fire originated on the following day). The great area of the burning district, four entire blocks with 300 houses, had required the services of the whole force, an event which occurs but a few times in the course of a year.

To heighten the calamity a violent wind had arisen in the course of the evening, which, the city being situated in an open prairie, and exposed on all sides to the winds, had its full sweep.

In a premeditated plan for destroying this city, things could not have arranged more favorably.

Bear Pit, Lincoln Park.

Tropical Plants, South Park.

A circumstance of most fatal consequences was, however, the belated alarm of the fire department. The fire had started at 8:45, and no later, as is often asserted. Not until 9:15, half an hour after the outbreak of the fire, was an engine summoned, which found two barns and three sheds ablaze, and was at work at 9:17½. The firemen of the neighboring stations, alarmed by the reflection of fire, which they thought was occasioned by a re-kindling of the fire of the night preceding, were waiting, from second to second, for a signal for their departure, which was, however, not given until 9:32, when a so-called first alarm was sounded from the court house by the watchman stationed there, who directed, however, the engines to a point about a mile south of the theatre of the conflagration, thus occasioning an unfortunate delay. When the fire marshals arrived a few minutes later, the second alarm was immediately sent out, and soon after the third. The majority of firemen summoned thereby arrived; however, too late to render efficient service, being stationed at too great a distance from the fire. At 9:45 a second engine was put to work, but was soon disabled by a burst in the hose.

The fire had meantime, within hardly more than an hour, spread so alarmingly that the firemen, who then arrived in greater numbers, were at a loss where to begin work. When the fire was successfully repressed in one place, it spread the more fiercely in other places. At 9:30, the fire crossed Taylor st., thereby spreading beyond the block in which it originated; and at 10:20 the whole district was on fire between the river and Jefferson st. on the east and west, between De Koven and Harrison sts. on the south and north—an area of about four blocks, crossed from east to west by Taylor, Forquer, Ewing, Polk, Mather and Sebor sts. From Tyler st. the fire narrowed down to two blocks (as far as Clinton st. on the west); partly on account of a sharp turn of the river on the east, and partly on account of the efforts of the firemen on the west. It had, however, then reached quarters which, containing immense quantities of combustibles, made the calamity all the more formidable.

It must here be added that, if the alarms had been sent

out in time, the fire would in all likelihood have been mastered in a short time, as within six minutes three powerful engines would have been on the scene.

Shortly before 10:30 the fire had arrived at Bateham's large saw-mill and lumber-yard on Canal and Harrison sts. A fire in this immense establishment involving the greatest dangers, the owners had for nearly an hour sprinkled the wood piles and buildings with their private engine. But, in spite of the greatest efforts of the firemen, the fire attacked in a few minutes the lumber yard, and the fearful heat soon forced the men to give up all further attempts of combating the fire, which then rapidly spread over the wood and coal yards, railroad shops, furniture manufactories, etc., situated along the river. It was then evident that all human efforts were vain and only a natural bar could bring the fire to a stand still. The whole city seemed for a time in danger.

* * *

When, at about 9:30, a shower of sparks began to descend on the adjacent business centre and even on the North Side, which was 1½ miles distant, the public became alarmed and flocked to the scene of the fire, thereby increasing the confusion in the streets caused by the calamity and the fleeing inmates of the burning houses.

The roofs of the houses in the business section of the South Side were soon filled with spectators, house owners and tenants, who were anxiously watching the progress of the fire The view of the conflagration was at that time - about 10:30 —overwhelming; fire and wind emulating in wild fury, made it every minute more evident that the efforts of the firemen were vain. The fire not progressing regularly, but advancing by leaps, often surrounded the firemen and left them barely time to save themselves and their implements. At the foot of Van Buren st. bridge the men were even obliged to leave behind the magnificent engine Fred Gund, having scarcely time enough to save their lives. The fire advanced steadily northward, in two separate columns, the eastern one progressing between Clinton and Jefferson sts., and reaching at 11:30, the large lumber yards on Van Buren st.; while the

western one stood at Harrison st. The fire now encountering natural barriers on the north, in the scene of the fire of the preceding night, in which four blocks had been burned down; and on the east, in the river, the firemen concentrated all their efforts on the west side of the fire, and indeed succeeded in controlling it there. The wooden draw-bridges spanning the river had, of course, been drawn, and the situation began to look more hopeful.

Shortly before midnight, however, a fire suddenly started at the corner of Jackson and Franklin sts., in Parmelee's spacious stables, just then completed. This was the most fatal moment of the night. Whatever engines could be moved were speedily ordered to that point, and the fire on the west left to itself. A house between Adams, Monroe, Wells, (5th ave.) and Market sts. caught fire almost simultaneously with Parmelee's stables, a large brand carried across the river by the violent storm having in a wink set the dry roof ablaze. A minute later the whole house was burning. The fire then progressed with lightning speed, the district along the river consisting of wooden buildings which had been prepared for kindling by the hot air carried by the wind across the river. In a few minutes the conflagration had spread to the centre of Conley Patch, comprising about three blocks, whose miserable booths fell an easy prey to it. The male inhabitants of that section had almost all gone to the West Side in quest of booty. The frightened women, with their numerous children, fled in crowds through the streets, and, although most of them managed to escape, not a few who in their confusion knew not where to go, perished miserably in the flames. At midnight the fire had reached the tar works of the South Side Gas Company on Adams st. The firemen, entirely exhausted, were unable to check the progress of the fire. In less than five minutes the gas-works and the entire block around them were enveloped in flames.

During this time, the fire on the West Side had formed new connections with the South Side by the wooden bridges on Polk, Van Buren and Adams sts., and the great number of wooden vessels in the river. The immense coal yards on

the east bank of the river took fire in a short time, and then an unbroken column of fire was established reaching from Monroe to Jackson st. There the fire again advanced in two separate columns—an eastern one, which soon reached the frippers' booths on Wells st. (5th ave.), and, behind, the business palaces on La Salle st.; and a northern one, progressing through Monroe st. toward Madison and Washington sts.

The fire had thereby reached a vast extension, and offered, from elevated standpoints, a spectacle of overwhelming grandeur. A writer in the Post describes the scene as follows:

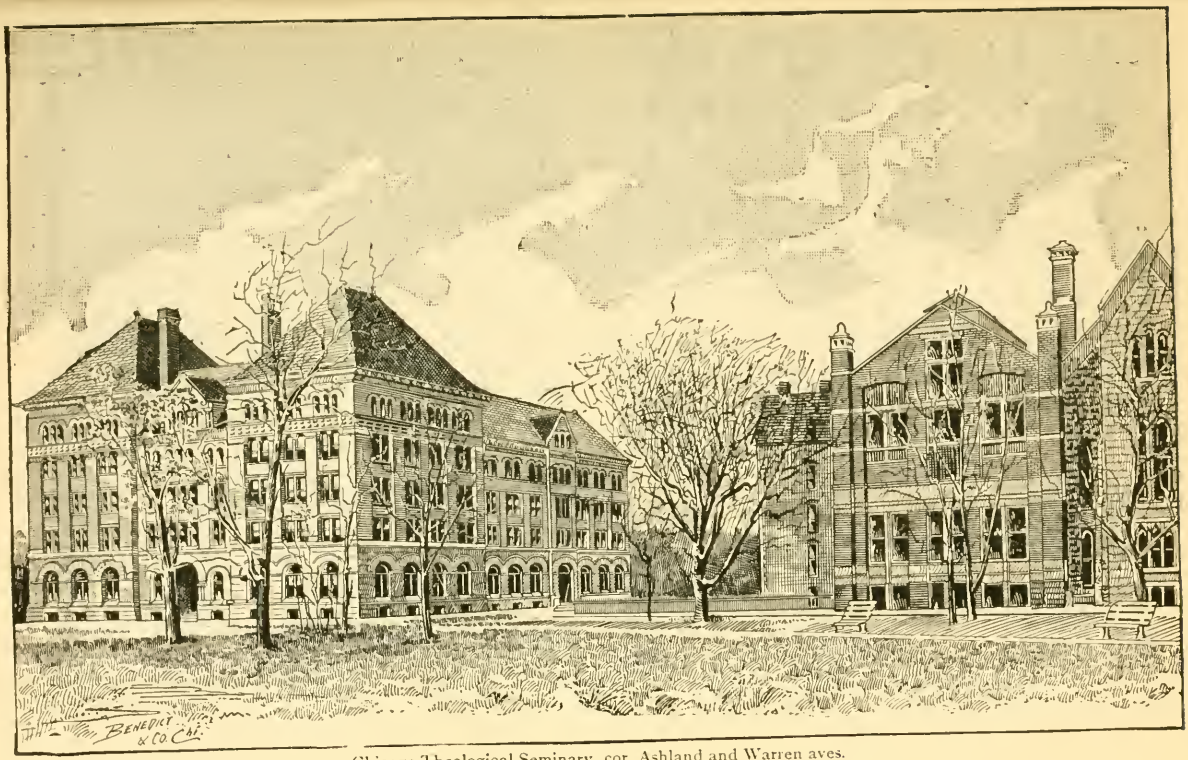
"From the roof of a tall stable and warehouse to which the writer clambered, the sight was one of unparalleled sublimity and terror. He was above almost the whole fire, for the buildings in the locality were mostly wooden structures. The crowds directly under him could not be distinguished, because of the curling volumes of crimsoned smoke, through which an occassional scarlet rift could be seen. He could feel the heat and smoke and hear the maddened Babel of sounds, and it required but little imagination to believe one's self looking over the adamantine bulwarks of hell into the bottomless pit. On the left, where two tall buildings were in a blaze, the flame piled up high over our heads, making a lurid background, against which were lined in strong relief the people on the roofs between. Fire was a strong painter and dealt in weird effects, using only black and red, and laying them boldly on. We could note the very smallest actions of these figures—a branchman wiping the sweat from his forehead and resettling his helmet: a spectator shading his eyes with his hand to peer into the fiery sea; another gesticulating wildly with clenched fist brought down on the palm of his hand, as he pointed toward something we could not see what. To the right, the faces in the crowd could be seen on the streets below, but not the bodies. All faces were white and upturned, and every feature was as clearly marked as if it were part of an alabaster mask. Far away, indeed for miles around, could be seen, ringed by a circle of red light, the sea of housetops, broken by spires and tall chimneys. To the eastward was the black and angry lake.

"The brute creation was crazed. The horses, maddened by the heat and noise, and irritated by falling sparks, neighed and screamed with affright and anger, and roared and kicked, and bit each other, or stood with drooping tails and rigid legs, ears laid back and eyes

wild with amazement, shivering as if with cold. Dogs ran hither and thither, howling dismally. When there was a lull in the roaring, far off dogs could be heard baying and cocks crowing at the unusual light. Great brown rats, with bead-like eyes, were ferreted out from under the sidewalks, by the flames, and scurried along the streets, kicked at, trampled upon, hunted down. Flocks of beautiful pigeons, so plentiful in the city, wheeled up aimlessly, circled blindly, and fell into the raging fire beneath. At a bird-fancier's store on La Salle Street the cries of his imprisoned pets sounded like human wailings, as the suffocating flames reached them.

"The firemen labored like heroes. Grimy, dusty, hoarse, soaked to the skin—time after time they charged upon the blazing foe, only to be driven back to another position by the increasing fierceness, or to abandon their task as hopeless. Or, while hard at work, the wind would shift, a puff of smoke would come from a building behind them, followed by belching flames, and they would discover that they were outflanked. There was nothing to be done but to gather up their hose, and lash the snorting horses through the flames to a place of safety beyond.

The people were mad. Despite the police—indeed, the police were powerless—they crowded upon frail coigns of vantage, as fences and high sidewalks were propped on wooden piles, which fell beneath their weight, and hurled them, bruised and bleeding, in the dust. They stumbled over broken furniture and fell, and were trampled under foot. Seized with wild and causeless panics, they surged together, backwards and forwards, in the narrow streets, cursing, threatening, imploring, fighting to get free. Liquor flowed like water; for the saloons were broken open and despoiled, and men on all sides were to be seen frenzied with drink. Fourth Avenue and Griswold Street [Pacific Avenue] had emptied their denisons into the throng. Ill-omened and obscene birds of the night were they—villainous, debauched, pinched with misery, they flitted through the crowd, ragged, dirty, unkempt,—those negroes with stolid faces and white men who battened on the wages of shame; they glided among the mass, like hyenas in search of prey. They smashed windows with their naked hands, regardless of the wounds inflicted, and with bloody fingers rifled till and shelf and cellar, fighting viciously for the spoils of their forage. Women, hollow eyed and brazen faced, with filthy drapery tied over them, their clothes in tatters and their feet in trodden-over slippers, moved here and there—scolding, stealing, fighting; laughing at the beautiful and splendid crash of walls



Chicago Theological Seminary, cor. Ashland and Warren aves.

and the falling roofs. One woman was drawn out of a burning building on Adams Street three times, but rushed back, insane for the moment. Everywhere, dust, smoke, flame, heat, thunder of falling walls, crackle of fire, hissing of water, panting of engines, shouts, braying of trumpets, wind, tumult, and up oar."

* * *

The fire raging in the western part of the city had been, on account of the late hour and the remote scene, but little noticed in the southern and northern parts of the city – a fire being such a common occurrence that it usually attracts the attention of only a few people outside of the district in which it is located—the majority of people, in so restless a place as Chicago, being occupied with their own affairs, and expecting the firemen to do their duty. The people in the remoter districts went to bed, ascribing the reflection of the fire to a re-kindling of the remnants of the conflagration of the preceding night; and not a few did not learn of the calamity that had befallen the city until the following morning.

* * *

It was now about one o'clock in the morning. For a whole hour the air in the neighborhood of the conflagration had been excessively hot, and in some places it was impossible to approach the fire. Even at great distances the air was sensibly heated. Innumerable fragments of burning wood, accompanied by a sea of whirling sparks and thick, suffocating smoke, filled the air. The whole mass, comparable to an illuminated snow-storm, was driven by the terrific wind through the streets, away over the roofs, and far beyond the real seat of the fire. So it happened that, because of the flying brands, buildings at great distances away were in flames before others in the heart of the conflagration had been touched. This was the most dangerous feature of the great catastrophe, and wholly beyond the reach of ordinary calculations and precautions. Nothing but a fire-brigade numbering its men by the thousands and assisted by a corps of trained pioneers, might have withstood the fire successfully. For it now had entered the long rows of great wholesale warehouses; and the atmosphere took on peculiar conditions, the

observation of which had probably never before been possible on such a scale as here, and which alone can explain the unusual appearances that became visible with the rapid spread and intense destructive power of the fire, which was now approaching its culmination.

When, at about one o'clock, the two above-mentioned columns of fire had approached each other at La Salle st., and the gigantic flames, borne on the wings of the wind, began to spread over acres of territory, it was noticed that high in the air enormous sheets of flame instantaneously appeared, which spread like a great cloth over whole squares of houses, barely giving the inmates time to save even their lives. Great balloon-like masses of fire swept through the air, suddenly descended to the earth like water-spouts, destroying, while they broke asunder, every trace of human life and property, and so caused the death of many who had taken refuge in open places. In many places great glowing arches of flame were formed, which spanned whole streets, until a strong blast of wind tore them asunder.

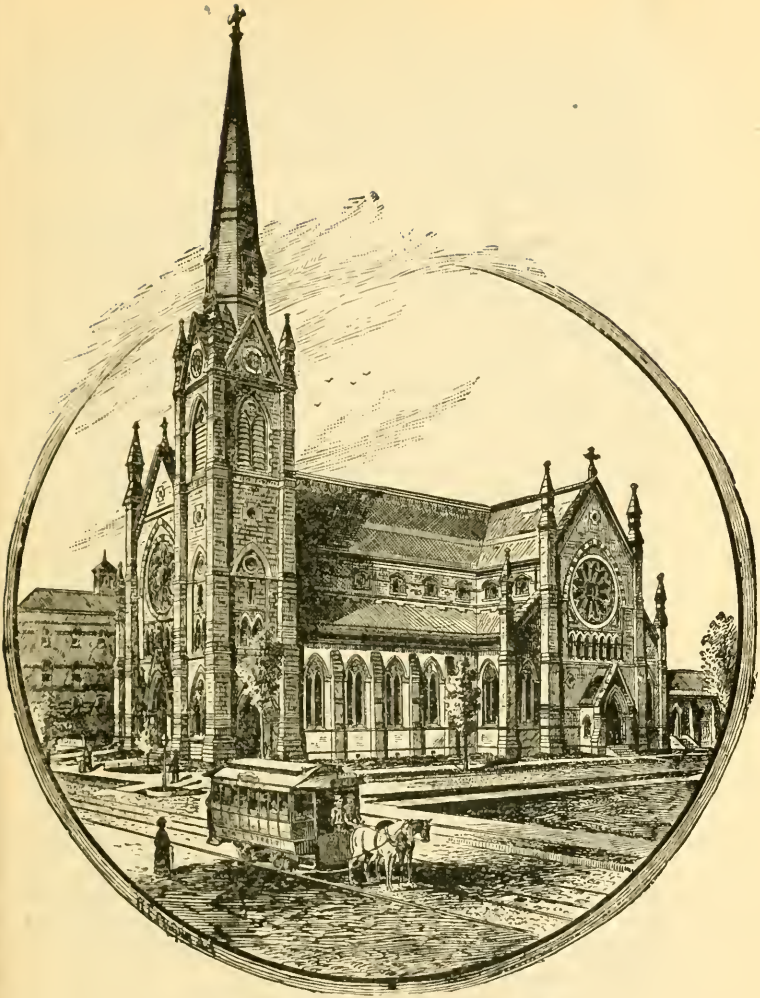
For the explanation of these phenomena, taken at random from among many similar ones, various theories were afterwards advanced. We give that of *Elias Colbert* as the most worthy of notice among them, the scientific foundation of which, we have, however, not been able to confirm. Colbert seeks to explain these phenomena by the liberation of vast quantities of *carbonic acid* from its union with other elements, as a result of the immense burning, which, by union with the *oxygen* masses of the air, were changed to *carbonic acid* gas. The presence of even eight per cent. of this gas in ordinary air is dangerous to life; and to this is to be ascribed the death of the many people who were afterward found dead in the vicinity of the burnt district, but on whose persons not the slightest injury by fire could be found. The great quantities of water that were evaporated by the fire in Chicago, and which filled the air in the form of super-heated vapor, were attacked by the carbon present in the air; and the *carbon* formed by union with *hydrogen* a light *carburetted hydrogen gas*, while the *liberated oxygen* also united with *carbon*

to form *carbonic acid*. This carburetted hydrogen, which is also known as marsh-gas, and so frequently causes explosions in mines when brought in contact with ordinary air, was also largely increased in quantity by the coal gas that streamed forth from the retorts and thousands of ruptured gas pipes. By the mixture of this gas with the ordinary air, the latter became in many places highly inflammable, and thus made possible the lightning-like and leaping propagation of the flames to great distances. In this way also, the remarkable balloon-like bodies of fire that had their origin in the upper air, are explained as accumulations of this gas, which found the oxygen necessary for its ignition only at a great height, because the oxygen in the strata or air immediately over the fire was consumed by the intensely glowing carbon.

And it was this atmosphere, saturated as it was with hydrogen gas, that kept in a blazing condition the innumerable brands that went flying through the air. In an ordinary atmosphere these would have quickly died out, but here they found, in the great accumulations of hydrogen gas, constantly renewed ignition while on the way, and hence fell, still blazing, in vast numbers on the Crib, two miles out on the lake.

Another important chemical change in the atmosphere was the formation of considerable quantities of *ammonia*, by the union of *hydrogen* and the highly heated *nitrogen* of the air. But no inconsiderable percentage of the whole united with carbon, to form the carbonates of ammonia, or become oxygenated more slowly, evolving an abundance of nitric acid. To the latter is to be ascribed the peculiar odor that was noticed by many in the burnt district after the fire, which was remarked by many as identical with that noticed after a severe thunder storm, and is now known to be due to the formation of nitric acid in the air.

The peculiarities of the *air-currents* and their effects deserve especial mention. During the whole continuance of the fire, a high wind blew from a southwesterly direction, varying hardly more than one or two points of the compass from its course above the buildings, from midnight till five o'clock in the morning. But when observed from the street



CATHEDRAL OF THE HOLY NAME.

Cor Superior and N. State sts.

the wind seemed to blow from every direction. The attenuation of the air arising from the continuously spreading fire, resulted in the constant movement of masses of air, and thus there arose constantly shifting artificial currents, which swept around the corners and through the alleys with the force of a whirlwind.

The violent wind at the same time acting like a blow-pipe, fanned the already great fire to a higher pitch of heat, and carried up the almost smokeless flames to a height of a hundred feet and more.

Only the combined action of such chemical and physical forces as those described above can make comprehensible the burning power of the fire. Gigantic stone buildings, which, under ordinary conditions, would have fallen only after several hours, here succumbed to the element in as many minutes. It was of little consequence whether the building was a so-called fire-proof stone or brick structure. Most kinds of stone burst in the heat. Under the influence of the heat the much-used limestone separated into layers, which flew off, snapping like the salvos of an incessant discharge of fire-arms. The much-used Athens marble, a kind of pure limestone which only hardened in the air, even burned when pieces of it fell on glowing coals. Walls of fortress-like thickness burst asunder, and of the many very substantial structures that burned, but very few ruins worthy of mention remained standing. Strangely small were the remains of the vast masses of stone afterwards found where once large buildings had been standing, and which in many cases only partly filled the cellars. Much of the stone that retained its form, afterwards crumbled to dust at the slightest touch. The many great iron beams and pillars which supported the buildings proved especially fatal. Under the influence of the extraordinary heat they either lengthened out or bent, so that their burden fell.

Most remarkable of all was the complete combustion of the wood. Of those half-charred remains that are always left, even after a fire that has been left to itself, not the slightest trace was to be found on the whole vast burnt area.

Only a fine white ash was left. Even the dust and dirt in the streets was burned, and only the firm wood-pavement, with its hard upper surface, remained, although even that was badly charred in places. The heat, alone, had raised the rails of the street railways from the pavement, tearing up the great nails with them, leaving them bent into various serpentine forms, lying on the streets.

The incessant tones of warning that had been pealing forth for hours from the great bell in the City Hall; the red horizon, fire-tinted for many miles; the thousands of messengers sent by anxious friends; the word that passed from neighbor to neighbor—had by midnight carried the news of the common misfortune into every corner of the city. The danger affected everybody; it threatened the heart of the city; and every one, whether merchant or servant, manufacturer or laborer, had some interest here, whether his friend's or employer's, which had to suffer.

So by midnight the great thoroughfares of the city were closely crowded with an excited multitude and vehicles of every description, whose numbers constantly increased. Thousands of busy hands loaded, with feverish haste, the freight-wagons in front of the great stores; innumerable wagons loaded with wares and household furniture of every description and seeking a refuge on the Lake Shore toward the north or east, hastened through the streets; among these the carriage of the rich merchant, anxious to reach the scene of the disaster before the fruits of years of anxiety and labor vanish in smoke; thousands upon thousands of footmen, carrying, lugging, dragging whatever they hope to save, shoving and trampling under foot whatever gets in their way—thus the great stream moved on and increased with every passing moment.

Law no longer reigns. Every one stands for himself, and the selfishness of man in despair becomes everywhere painfully apparent. More yet—the greed of the lawless—now that the hand of law can no longer reach them; a robbery such as can be imagined only in war-times of centuries gone by now sets in.

In returning to the description of the fire, it needs to be remarked that from here it can be described as a whole only in its most general features. No one man could survey the whole nor even a great part of the conflagration, and what we know is only the combination of the separate experiences of many. Yet more. The frequent comparison of the mighty catastrophe with a great battle, in which the fight is kindled in a hundred places at once, is no doubt apt, except that in our case the other witness of history, the enemy and victor, forever silent, will never relate his deeds.

* * * *

When, toward one o'clock in the morning, as we said before, the two fire-columns, steadily increasing in extent as they advanced, approached each other at La Salle st., the already enormous conflagration became comparatively greater, in spite of the fact that the more substantial and larger stone buildings which began here seriously checked its progress.

At this time the wooden buildings on Market, Wells and Franklin streets, and at the river ends of Jackson, Quincy and Adams streets, formed one vast sea of flames.

One of the first of the larger buildings which the fire-column moving eastward surrounded, was the *Grand Pacific Hotel*, located as it is to-day, a magnificent new hotel, which had just been completed. Almost simultaneously with this, the neighboring depot of the Michigan Southern Railroad went up in flames. Turning more to the north again from here, in hardly more than 20 minutes the raging element had made its way as far as Madison and La Salle sts.

The *Chamber of Commerce* soon fell a victim, after the well known *Farwell Hall*, and now the fire faced the *Court House*, which was separated from the street on all sides by a broad strip of lawn, and stood completely isolated in the middle of a whole block. The opinion prevailed that this building could surely be saved. In order to check here the fire still more effectually, the business palace of the *Merchants Insurance Company*, opposite the Court House, on the northwest corner of La Salle and Washington streets, was blown up with powder. Thus, a very broad open space, in-

CHURCH OF THE MESSIAH.

Cor. Michigan ave. and Twenty-third st.

cluding the street, was made, but even this could not set bounds to the fire. As if this space were nothing but a little alley, the gigantic tongues of flame swung over the chasm and around the banks and insurance buildings beyond. And with this vanished the last hope to repress the ravaging element. At the same time, almost, a light full of evil forebodings appeared within the City Hall.

Indeed, the roof of the *City Hall* had already caught fire several times during the night, which was suppressed by the watchmen with the apparatus that was at hand. An incessant rain of sparks and fire-brands poured down upon the building, and at two o'clock in the morning the watchmen became convinced that they could no longer hold their post. They abandoned the bell, whose continuous sounds had for several hours announced the danger to the citizens. They were overtaken, however, by the flames, which spread rapidly through the whole tower, and only made good their escape after being severely scorched. In a very few minutes the tower was all in flames, and rose like a smelting furnace out above the building, the central part of which fell with a thundering crash at twenty minutes past two.

The great City Hall bell, which was rung by machinery, was kept going by the steam engine which the watchmen had left running when they abandoned the tower. In the midst of the flames, and accompanied by their crackling and snapping, the deep tones of the bell-strokes pealed forth upon the air, until it also, with the central part, fell to the earth, tearing with it the iron stair-way that led up to it.

The bell, which had so faithfully proclaimed the approaching danger, was bought by an Eastern firm. Her 10,800 pounds of metal were recast into little bells, mementoes of the fire, and sold by the thousands, in the city and all over the country.

The inmates of the county jail, which was then on the ground floor of the City Hall, were, as may be easily imagined, in a state of no small agitation. Almost choked by the smoke, and in fear of being burned alive, they kept up a shrill clamor for help, mingled with all conceivable impreca-

tions and exclamations of despair, and tugged with the strength of madness at the iron bars of their cells. When the building could no longer be saved the keepers opened the cells, and the liberated prisoners, most of them bare-headed and bare-footed, ran out howling like demons, into the streets. A large freight-wagon, loaded with ready-made clothing, which was passing at that moment, was halted by the released prisoners and robbed of its load, whereupon the thieves fled to dark and distant passages in order to complete their toilets.

Only those arrested for murder were held.

Just as the bell had broken down, the mayor, Mr. Mason, left the City Hall in company with his son. He relates that when he stepped out into the street and looked toward the south, La Salle street looked like a furnace; Washington street presented the same spectacle; and Randolph street, to the east, was likewise a great sea of fire. Hastening down La Salle st. toward Lake st., he again found everything to the east in flames, and at South Water st. the same condition. Clark st. was likewise impassible. An attempt to reach the North Side through the La Salle st. tunnel proved a failure, on account of the crushing mass of human beings. He reached the North Side at last over the Wells st. bridge. When he arrived at the place where the Criminal Court building now stands, at the corner of Michigan and Dearborn sts., Wright's stables, northeast of the State st. viaduct, were already in flames. But the Rush st. bridge was still passable, and hastening over it, they reached their home on Michigan ave. and 12th st., at half past three o'clock in the morning.

The other column of fire had in the meantime worked its way in a northeasterly direction toward the lake, as far as the corner of Madison and Dearborn sts. There it stood, at about four o'clock in the morning, before the Tribune Building, one of the finest and most nearly fire-proof buildings in the city. This had outlived the fate of its neighbors, and still stood unscathed, although surrounded on three sides by the flames. Then the hope was renewed, as it had been so many times before, that here at last the fire would find a limit. At four o'clock the *Tribune Building* was the only

newspaper building that was left; McVicker's the only theater, and the Palmer House the only large hotel. But the flames, advancing from the south, from the Michigan Southern Depot, had devoured the *De Haven Block*, the magnificent *Bigelow House*, the two massive *Honore buildings* and the *Academy of Design* (66 Adams st.), and had already reached the *Palmer House*. And from here an irresistible column of fire worked its way northward, and soon attacked the McVicker Theater, which stood east of the Tribune Building and was separated from the latter by an alley. In a short time the iron shutters of the Tribune Building began to bend under the influence of the intense heat, the flames found an entrance, and in a few minutes this building, too, had fallen beneath its fate.

Even at this late hour, the opinion prevailed that the fire would reach its limit on the east side of State st.; and that Wabash and Michigan avenues might be regarded as reasonably safe. But many of the business men on these streets found it advisable to remove their more valuable wares to the open spaces of Dearborn Park and the Lake Front. Here it was believed that there was absolute safety; but this very region was to be again the meeting place of the two great columns of fire that had started in the region of the gas-works.

Then, for a number of minutes, the fire held its course more to the east, and burned its way through the whole of Washington street as far as Dearborn st., reaching then the large *Crosby Opera House*, which had just been renovated at a great cost and was to be dedicated that night by the famous *Thomas Orchestra*. And soon afterwards the fire had reached the St. James Hotel, corner of State and Washington streets, where the two columns of fire again met.

About this time the fire column that had moved northward, and, passing Market, Franklin and Wells sts., had advanced to La Salle st., had devoured all the cheap buildings on its way on Jackson, Quincy and Adams sts., and had reached Madison st. The well known *Nevada Hotel*, a meeting place of artists, actors, journalists, etc., at the corner of Washington and Franklin sts., stood in flames, and turning

gradually to the northeast from there, the fire ran along the river.

At the Madison st. bridge, the greatest anxiety was entertained lest the great Oriental Flouring Mills, on the west shore of the river, should catch fire, and thus the conflagration gain once more a footing on the West Side. Fortunately, the buildings had for hours been drenched on all sides with water by their own powerful steam pump, and in this way the danger was happily met.

At four o'clock in the morning, this division of the fire had already reached the *Briggs House*, the *Metropolitan House* and the large *Schüttler Wagon Works;* and also the large paint and oil establishment of *Heath and Milligan*, on Randolph street, between La Salle st. and 5th ave., where the thousands of barrels filled with oils and other highly inflammable materials, exploded with thundering detonations. From the Randolph st. bridge, toward the east and northeast, nothing but a great mass of flames was to be seen. Madison street bridge had already been impassable for hours, and an indescribable crush of men and teams of all kinds sought to escape to the West Side across the Randolph st. bridge. Collisions were constantly occurring, and sometimes the breaking down of a wagon heightened the confusion. Adjoining this bridge stood one of the two only buildings that were spared in the burnt district of the South Side. This was the so-called *Lind Block*, which owed its escape to its isolated position by the river, to the great breadth of Market street, and to the favorable direction of the wind.

The great *Sherman House*, cor. Randolph and Clark streets, held out nobly, although it had been almost completely surrounded by flames for more than an hour—the Tremont House, only a block to the east, had been burning ever since half past three—those connected with the house having succeeded in suppressing every outbreak of the flames. But when the flames finally broke out of a third story window on the south front, it was not long before the rapidly spreading, bodeful light from within gave notice that this building, too, was doomed.

One scene during the evacuation of this hotel was exceedingly affecting. Among the three hundred guests were many ladies without male protection; and of these several were sick and unable to leave their beds. The clerk who was then on duty had early informed the guests of their danger, had had the women who were without protection taken to the lake shore, and there turned them over to the care of police officers. The sick women were already on the way in a vehicle, when one of the employes, obeying a sudden misgiving, rushed after, and convinced himself that of the five women registered on the sick list. only four could be found. The manager and his assistant then rushed back into the hotel, snatched an axe from a fireman on the way, rushed up the smoke-filled stairs and passages, and with a few heavy blows of the axe broke in the door. The woman, ignorant of the danger and suddenly awakening, raised herself in bed frightened almost to death, and after a word of explanation allowed herself to be wrapped in a wet woolen blanket. Her rescuers threw some wet clothes over their heads, and in almost less time than it takes to tell this, the fainting woman was on the street and in a wagon. A few minutes afterwards the building fell.

At this time the Wells and Clark street bridges were also in flames, as well as the depot of the Northwestern Railroad, north of the river; the whole district from Van Buren st. north up into the North Side, from the river to Dearborn st., was now one great sea of flames.

At half past six o'clock Monday morning it seemed as if the fire had found a limit at Dearborn st., south of Madison st. Many of the tired spectators had already returned home. Here the fire might have been stopped, if water had been obtainable. But this had failed since 3:20 Monday morning. At this time the roof of the engine-house of the water-works on the lake at the end of Chicago ave. had caught fire, in spite of the fact that it was covered with slate and tin, and every effort had been made to prevent it from catching fire. In a short time the roof fell in and brought the machines to a stand-still.

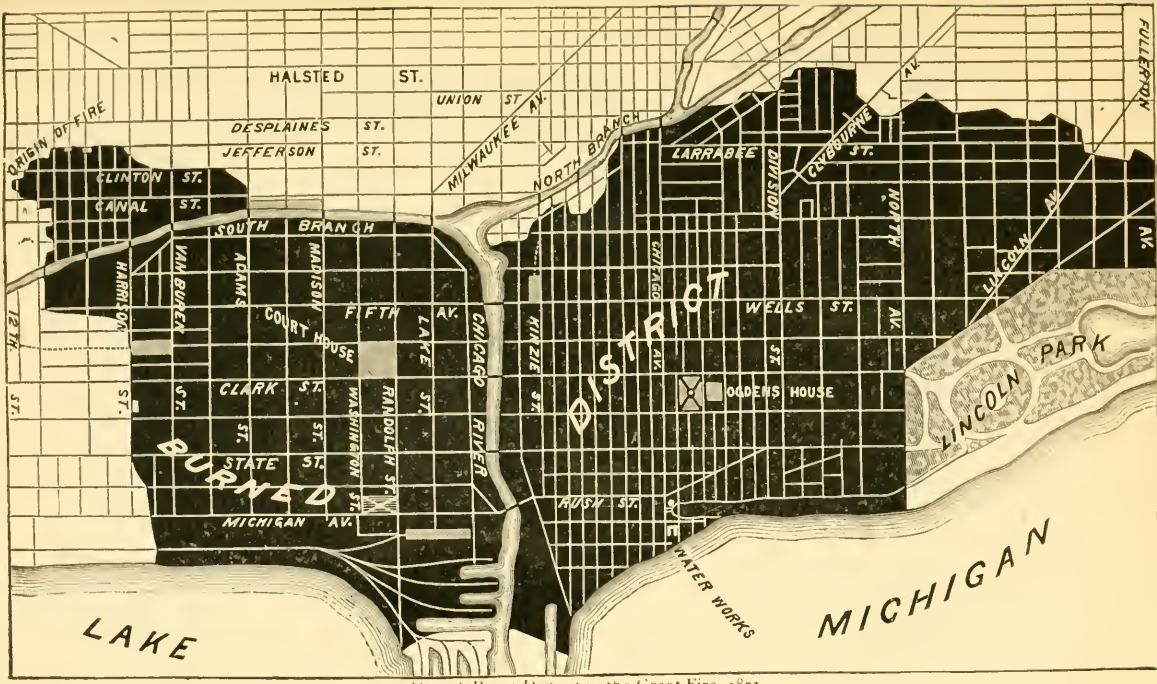
It was most fortunate that the steam fire-engines could draw water from the river, as otherwise the fire would undoubtedly have again crossed over to the West Side at the Lake street bridge. This would have endangered the whole city.

Thousands of spectators on the west bank of the river watched the struggle of the heroic firemen with the raging element. Only after hours of the greatest exertion, just when the blood-red sun rose above the horizon, were the efforts of the brave men crowned with success. Here the enemy, everywhere else victorious, had to succumb, and the West Side was saved.

At seven o'clock in the morning a sudden blast of wind swept from Jackson st. down through Dearborn street, at a time when the fire in this region had burned down to a mass of glowing ashes. Vast numbers of gleaming firebrands were lifted by the violent wind and driven against the wooden buildings on the opposite side of the street; in an instant the fire had again gained a hold and spread out toward the north and east. Everything that had escaped destruction between Jackson and Madison streets, from Dearborn street to the lake shore, seemed doomed.

Before this time, at five o'clock, the First National Bank building, on the corner of Washington and State streets, a splendidly built and completely fire-proof structure, had sunk beneath its fate. Diagonally across, on the east side of the street, stood the business palace of the famous firm, Field, Leiter & Co. It was seriously believed that here it would be possible, counting on the broad street, to bring the fire to a halt. The employes stood everywhere ready to suppress any outbreak. The whole front was hung with wet blankets. At the doors stood the many teams of the firm, part of them, to forestall the coming danger, already loaded with the most valuable wares. But in spite of all precautions, and especially because of the lack of water, at 5:30 the fire finally gained a hold and spread with marvelous rapidity. Soon the tongues of flame played from the hundreds of windows of the gigantic business palace, the great white marble fronts glowed as

if lighted by an aurora, and a few minutes later a thundering crash proclaimed that this proud structure, too, had fallen. At eight o'clock the three great establishments of the "Booksellers' Row" were overcome by the enemy. Soon after, the Drake Block, cor. Washington st. and Wabash ave., which had been burned once before, fell. From here the fire, following the direction of the wind, spread southward again as far as Van Buren st. There, leaving the block bounded by Congress, State, Wabash and Harrison streets to its fate, a strong effort was made to save the buildings on the north side of Harrison street, by blowing up houses. Thus a wide open space was made between the fire and the Wabash Methodist Church. At the corner of Wabash ave. and Congress st., powder was again used, and here, by the rescue of the large freight depot on Griswold street, south of Harrison, the spread of the fire southward was finally stopped.



Map of Burnt District in the Great Fire, 1871.

SUBURBAN STATIONS.

The length of this list of Suburban Stations is readily explained by the fact (see article Railroads) that a very large number of Chicago people live remote from the centre, or beyond the limits of the city. This accounts for the insertion of places which are too remote to be properly considered suburbs of the city and yet to a limited extent stand in this relation to Chicago.

1.) In selecting a train ascertain whether same be daily; or daily except Saturday; or daily except Sunday; stopping at place wanted; or otherwise.

2.) Tickets should be procured at the ticket offices in depot; when paid *on the train* a higher fare is exacted.

3.) Running time and prices given are only approximate and subject to changes.

4.) Round trip tickets are variously limited in value to day of issue, month, unlimited time, or otherwise.

5.) Suburban fares find a very material and progressive reduction in 10, 25, 50, 100 ride tickets, school tickets, semi-annual tickets, frequently reducing the fare quoted 60 to 70 per cent.

6.) For reliable particulars as to 1-5 see suburban time tables, to be had at all depot ticket offices.

7.) Stations marked * are more commonly reached by the street car-system.

ABBREVIATIONS OF RAIL ROADS: C. B. & Q.: Chicago, Burlington & Quincy. C. & E.: Chicago and Erie. C. & E. I.: Chicago and Eeastern Illinois. C. & G. T.: Chicago and Grand Trunk. C. M. & St. P.: Chicago, Milwaukee & St. Paul. C. & N. P.: Chicago and Northern Pacific. C. & N. W.: Chicago and Northwestern. C. R. I. & P.: Chicago, Rock Island & Pacific. Ills. C.: Illinois Central. L. S. & M. S.: Lake Shore & Michigan Southern. P. C. C. & St. L.: Pittsburgh, Chicago, Cincinnati & St. Louis. P. Ft. W. & C.: Pittsburgh, Ft. Wayne & Chicago. WABASH: Wabash Railway.

Station	Miles	Min.	Railroad	Depot	Round Trip
*Addison Street	5	20	C. M. & St. P.	Canal & Adams	$ .25
Ainsworth	45	130	C. & G. T.	Polk & Dearborn	1.60
Air Line Junction	29.3	82	P. C. C. & St. L.	Canal & Adams	1.35
Alpine	26.5	85	Wabash	Polk & Dearborn	1.33
Altenheim	10.9	45	C. & N. P. Ry.	Harrison & 5.ave.	.50
Argyle Park	6.9	32	C. M. &. St. P.	Canal & Adams	.35
Arlington Heights	22.4	66	C. & N. W.	Wells & Kinzie	1.15
Auburn Junction	7.6	35	Wabash	Polk & Dearborn	.45
Auburn Junction	8	32	C. & E. I.	" "	.48
Auburn Park	7.6	36	C. & E. Ry.	" "	.50
Auburn Park	8.6	34	C. & E. I.	" "	.52
Auburn Park	8.6	35	C. R. I. & P.	V. Bur. & Sherm.	.50
Aurora	37.4	87	C. B. & Q.	Canal & Adams	2.24
Austin	6.7	24	C. & N. W.	Wells & Kinzie	.35
Austin	8.8	32	C. & N. P.	Harrison & 5.ave.	.35
Austin Avenue	7.2	27	C. & N. W.	Wells & Kinzie	.40
Avenue	8.2	29	C. & N. W.	" "	.45
Avenue Station	10.3	36	C. & N. P.	Harrison & 5. ave	.45
Avondale	5.1	20	C. & N. W.	Wells & Kinzie	.25
B & O Cross. (84th	11.8	43	Ills. C.	Foot of Lake	.45
Barr (Oak Glen)	17.4	47	C. M. & St. P.	Canal & Adams	.90
Barrington	31.6	86	C. & N. W.	Wells & Kinzie	1.65
Bartlett	30.2	70	C. M. & St. P.	Canal & Adams	1.50
Batavia	38.2	98	C. & N. W.	Wells & Kinzie	1.90
Beecher	37.6	108	C. & E. I.	Polk & Dearborn	2.26
Belmont	13.3	52	C. R. I. & P.	V. Bur. & Sherm.	.75
*Belmont Avenue	4.5	24	C. M. & St. P.	Canal & Adams	.23
Belt Crossing	12.6	37	P. C. C. & St. L.	" "	.55
Bensenville	17.3	63	C. M. & St. P.	" "	.90
Benton	39.9	98	C. & N. W.	Wells & Kinzie	2.15
Berger	23.3	69	P. C. C. & St. L.	Canal & Adams	1.00
Berwyn	10.2	30	C. B. & Q.	" "	.47
Beverly Hill	11.3	43	C. R. I. & P.	V. Bur. & Sherm.	.60
Birchwood	10	38	C. M. & St. P.	Canal & Adams	.48
Bloom	26.9	82	C. & E. I.	Polk & Dearborn	1.62
Blue Island	16.4	60	C. R. I & P.	V. Bur. & Sherm.	.80
Blue Island	19	62	C. & G. T.	Polk & Dearborn	.80

Station	Miles	Min.	Railroad	Depot	Round Trip
Blue Island Junct.	19.5	64	C. & G. T.	Polk & Dearborn	$ .80
Blue Island Road	19.4	57	P. C. C. & St. L.	Canal & Adams	.80
Boone Grove ...	49	133	C. & Erie	Polk & Dearborn	2.60
Brainerd	10.7	42	C. R. I. & P.	V. Bur. & Sherm.	.60
Bremen	23.5	75	C. R. I. & P.	" "	1.00
Brick Yard	18.5	60	C. & G. T.	Polk & Dearborn	.80
Brighton Park ...	7.6	27	P. C. C. & St. L.	Canal & Adams	.25
Brisbane	35.3	107	Wabash	Polk & Dearborn	1.91
Brookdale	8.6	33	Ills. C.	Foot of Lake	.30
Brookline	8.6	28	L. S. & M. S.	V. Bur. & Sherm.	.30
Brookline	9.1	30	P. Ft. W. & C.	Canal & Adams	.30
Buena Park	5.8	29	C. M. & St. P.	" "	.30
Burnham	19.3	57	P. Ft. W. & C.	" "	.85
Burnside	11.7	39	C. & Erie	Polk & Dearborn	.65
Burnside Crossing	12.4	42	Ills. C.	Foot of Lake	.45
Calumet	24.2	73	C. & E.	Polk & Dearborn	1.25
Calvary	10.2	32	C. & N. W.	Wells & Kinzie	.50
Calvary	10.8	33	C. M. & St. P.	Canal & Adams	.50
Carpentersville ..	48.4	121	C. & N. W.	Wells & Kinzie	2.20
Cary	38.3	102	C. & N. W.	" "	2.05
Cassello	20.2	61	P. Ft. W. & C.	Canal & Adams	1.10
Central Avenue..	13.5	37	C. M. & St. P.	" "	.65
Central Avenue..	7.9	34	C. & N. P. Ry.	Harrison & 5. ave.	.35
Central Park ...	4.2	16	C. & N. W.	Wells & Kinzie	.20
Chandler	8.6	37	Wabash	Polk & Dearborn	.47
Cheltenham (79th	11.2	41	Ills. C.	Foot of Lake	.35
Cheltenham Beach		43	Ills. C.	" "	Special
Chicago Lawn ...	10	39	C. & G. T.	Polk & Dearborn	.35
Clarendon Hills .	18.8	52	C. B. & Q.	Canal & Adams	.82
Clarkdale	12.5	46	C. & G. T.	Polk & Dearborn	.50
Clarke	24.2	70	P. Ft. W. & C.	Canal & Adams	1.35
Clifton	17.5	59	C. & G. T.	Polk & Dearborn	.70
Clintonville	39.2	94	C. & N. W.	Wells & Kinzie	1.90
Clyde	8.4	27	C. B. & Q.	Canal & Adams	.38
Colehour	14.6	46	P. Ft. W. & C.	" "	.50
Colehour	14.1	44	L. S. & M. S.	V. Bur. & Sherm.	.50
College Avenue..	24.1	64	C. & N. W.	Wells & Kinzie	1.25

Station	Miles	Min.	Railroad	Depot	Round Trip
*Colorado Ave . .	6.1	24	C. & N. P. Ry.	Harrison & 5. ave.	$ .25
Conley	19.4	73	Wabash	Polk & Dearborn	.95
Constance	10.5	35	L. S. & M. S.	V. Bur. & Sherm.	.40
Constance	11	37	P. Ft. W. & C.	Canal & Adams	.40
Conway Park . . .	11.7	40	C. & N. P.	Harrison & 5. ave.	.50
*Cott. Grove & 41.	5.4	24	L. S. & M. S.	V. Bur. & Sherm.	.25
Cragin	7	37	C. M. & St. P.	Canal & Adams	.35
Crawford	6.1	21	C. B. & Q.	" "	.27
*Crawford Ave . .	5.8	26	C. & N. P.	Harrison & 5. ave	.25
Crete	30.4	91	C. & E. I.	Polk & Dearborn	1.82
Crown Point	36	100	C. & E.	" "	1.90
Crown Point	41.2	108	P. C. C. & St. L.	Canal & Adams	1.90
Crystal Lake	42.9	112	C. & N. W.	Wells & Kinzie	2.35
Cummings	14	45	P. Ft. W. & C.	Canal & Adams	.50
Cummings	15	44	C. & Erie	Polk & Dearborn	.70
Cuyler	5.3	20	C. & N. W.	Wells & Kinzie	.30
Dauphin Park . . .	11.1	39	Ills. C.	Foot of Lake	.40
Deerfield	23.8	58	C. M. & St. P.	Canal & Adams	1.20
*Deering	3.2	14	C. & N. W.	Wells & Kinzie	.15
Dempster street . .	12	37	C. M. & St. P.	Canal & Adams	.60
Dempster street . .	11.3	35	C. & N. W.	Wells & Kinzie	.60
Des Plaines	16.6	52	C. & N. W.	" "	.85
Dolton	21.6	66	P. C. C. & St. L.	Canal & Adams	.90
Dolton Junction . .	16.9	58	C. & E. I.	Polk & Dearborn	1.00
Dolton Station . . .	16.6	57	C. & E. I.	" "	1.00
*Douglas (35th st.)	4	16	Ills. C.	Foot of Lake	.25
*Douglas Park . . .	4.4	19	C. & N. P.	Harrison & 5. ave	.16
*Douglas Park . . .	4.8	17	C. B. & Q.	Canal & Adams	.22
Downers Grove . .	21.2	60	C. B. & Q.	" "	.95
*Drexel Boul'd (41	5.5	25	L. S. & M. S.	V. Bur. & Sherm	.25
Dundee	47.6	119	C. & N. W.	Wells & Kinzie	2.15
Dunning	11.5	47	C. M. & St. P.	Canal & Adams	.45
East Avenue	10.1	35	C. & N. P.	Harrison & 5. ave	.40
East Chicago	23.7	67	P. Ft. W. & C.	Canal & Adams	.95
East Grove	20.4	57	C. B. & Q.	" "	.92
Edgewater	7.6	35	C. M. & St. P.	" "	.40
Edison Park	12.3	40	C. & N. W.	Wells & Kinzie	.65

Station	Miles	Min.	Railroad	Depot	Round Trip
Eggers	16.6	50	P. Ft. W. & C.	Canal & Adams	$ .60
Eggleston	7.8	33	C. R. I. & P.	V. Bur. & Sherm.	.40
Eighty-first street		36	C. & E. I.	Polk & Dearborn	.54
Eighty-third st.		37	C. & E. I.	" "	.54
Eighty-fourth st.	11.8	43	Ills. C.	Foot of Lake	.45
Eighty-seventh st.	12.2	45	Ills. C.	" "	.45
Elburn	44		C. & N. W.	Wells & Kinzie	2.40
Elgin	36.7	80	C. M. & St. P.	Canal & Adams	1.90
Elgin (East side)	42.5	108	C. & N. W.	Wells & Kinzie	1.90
Elmhurst	15.8	43	C. & N. W.	" "	.80
Elsdon	8.5	35	C. & G. T.	Polk & Dearborn	.25
Elsmere	5.6	26	C. M. & St. P.	Canal & Adams	.23
*Englewood	6.5	24	L. S. & M. S.	V. Bur. & Sherm	.30
*Englewood	7.2	25	P. Ft. W. & C.	Canal & Adams	.30
*Englewood(63rd)	6.6	27	C. & E. I.	Polk & Dearborn	.40
*Englewood	6.6	28	C. R. I & P.	V. Bur. & Sherm.	.30
*Englewood	6.3	30	C. & E.	Polk & Dearborn	.40
*Englewood(63rd)	6.6	30	Wabash	" "	.40
Eola	33.5	80	C. B. & Q.	Canal & Adams	2.02
Erwin	9.6	34	C. & N. P.	Harrison & 5. ave.	.40
Euclid Park	11.2	42	C. & E. I.	Polk & Dearborn	.64
Evanston	11.8	37	C. & N. W.	Wells & Kinzie	.60
Evanston	12.4	40	C. M. & St. P.	Canal & Adams	.60
Evergreen Park	14.5	51	C. & G. T.	Polk & Dearborn	.60
Fairview Park	15.1	45	P. C. C. & St. L.	Canal & Adams	.60
Fernwood	11.7	45	C. & E. I.	Polk & Dearborn	.70
Fields	17.8	53	P. Ft. W. & C.	Canal & Adams	.60
*Fifty-first street		19	L. S. & M. S.	V. Bur. & Sherm.	.25
*Fifty-first street	5.5	20	P. Ft. W. & C.	Canal & Adams	.25
*Fifty-first street	5.2	24	C. R. I. & P.	V. Bur. & Sherm.	.25
*Fifty fifth street		20	L. S. & M. S.	" "	.25
*Fifty-fifth street	6	21	P. Ft. W. & C.	Canal & Adams	.25
*Fifty-fifth street	5.4	23	C. & E. I.	Polk & Dearborn	.34
*Fifty-fifth street	5.7	26	C. R. I. & P.	V. Bur. & Sherm.	.25
*Fifty-fifth street	8.9	37	C. & G. T.	Polk & Dearborn	.35
*57th st. (S. Park)	6.9	27	Ills. C.	Foot of Lake	.25
*Fifty-ninth street		22	L. S. & M. S.	V. Bur. & Sherm.	.30

Station	Miles	Min.	Railroad	Depot	Round Trip
*Fifty-ninth street	6.0	25	C. & E. I.	Polk & Dearborn	$ .36
*Fifty-ninth street	6.2	27	C. R. I. & P.	V. Bur. & Sherm.	.30
*Fifty-ninth street	9.5	38	C. & G. T.	Polk & Dearborn	.35
Fordham.....	10.1	38	Ills. C.	Foot of Lake	.35
Forest Glen.....	10.2	30	C. M. & St. P.	Canal & Adams	.50
Forest Hill.....	12.9	41	P. C. C. & St. L.	" "	.55
Forest Hill.....	9.7	42	Wabash	Polk & Dearborn	.50
Forest Home....	10.5	42	C. & N. P.	Harrison & 5. ave.	.50
Fort Sheridan ...	24.2	68	C. & N. W.	Wells & Kinzie	1.25
*Fortieth st. Junct	5.7	23	C. & N. P.	Harrison & 5. ave	.25
*Forty-first street	4.2	17	P. Ft. W. & C.	Canal & Adams	.25
*Forty-first street	4	17	C. & E. I.	Polk & Dearborn	.24
*Forty-third st...	5	20	Ills. C.	Foot of Lake	.25
*Forty-third st...	5	16	L. S. & M. S.	V. Bur. & Sherm.	.25
*Forty-fourth st..	4.3	20	C. R. I & P.	" "	.25
*Forty-fifth street	6.5	28	C. & N. P.	Harrison & 5. ave	.30
*Forty-seventh st	4.6	22	C. R. I. & P.	V. Bur. & Sherm.	.25
*Forty-seventh st	5.6	22	Ills. C.	Foot of Lake	.25
*Forty-eighth st..	6.8	30	C. & N. P.	Harrison & 5. ave.	.30
*Forty-ninth st...	4.8	20	C. & E. I.	Polk & Dearborn	.28
Franklin Avenue.	9.3	33	C. & N. P.	Harrison & 5. ave	.40
Franklin Park...	15.1	51	C. & N. P.	" "	.65
*Fullerton Ave ..	3.5	15	C. M. & St. P.	Canal & Adams	.15
Galewood	8.7	41	C. M. & St. P.	" "	.44
Gardners Park...	15.3	53	Ills. C.	Foot of Lake.	.55
Geneva.....	35.5	86	C. & N. W.	Wells & Kinzie	1.90
Genoa Junction..	61.7	154	C. & N. W.	" "	3.25
Givens.....	12.8	44	C. R. I. & P.	V. Bur. & Sherm.	.70
Glencoe.....	18.9	54	C. & N. W.	Wells & Kinzie	.95
Glenwood	23.5	74	C. & E. I.	Polk & Dearborn	1.42
Globe.....	25.1	72	P. C. C. & St. L.	Canal & Adams	1.15
Goodenow	34.2	100	C. & E. I.	Polk & Dearborn	2.06
Graceland	5.8	22	C. M. & St. P.	Canal & Adams	.30
*Grand Boulevard	4.7	21	L. S. & M. S.	V. Bur. & Sherm	.20
Grand Crossing..		30	L. S. & M. S.	" "	.30
Grand Crossing..	9.6	32	P. Ft. W. & C.	Canal & Adams	.30
Grand Cross. (75th	9.3	36	Ills. C.	Foot of Lake	.30

Station	Miles	Min.	Railroad	Depot	Round Trip
GrandTrunkCros.	11.8	52	Wabash	Polk & Dearborn	$ .54
Grant Park.....	44.7	125	C. & E. I.	" "	2.68
Grayland.....	8.2	25	C. M. & St. P.	Canal & Adams	.35
Greggs.....	19.4	55	C. B. & Q.	" "	.87
Griffith.....	28.9	85	C. & Erie	Polk & Dearborn	1.55
Griffith.....	35.8	98	C. & G. T.	" "	1.55
Grossdale.....	12.1	35	C. B. & Q.	Canal & Adams	.55
*Gross Park.....	4.3	17	C. & N. W.	Wells & Kinzie	.25
Gurnee.....	38.6	82	C. M. & St. P.	Canal & Adams	1.95
Hammond.....	20.4	60	C. & Erie	Polk & Dearborn	.85
Hammond.....	21.8	62	P. Ft. W. & C.	Canal & Adams	.85
Hammond Junct.	9.5	38	C. & E.	Polk & Dearborn	.55
Hammonds.....	34.2	76	C. M. & St. P.	Canal & Adams	1.70
Harlem.....	11.2	39	C. & N. P.	Harrison&5.ave.	.50
Hartsdale.....	33	92	P. C. C. & St. L.	Canal & Adams	1.50
Harvey.....	23	72	C. & G. T.	Polk & Dearborn	.90
Harvey.....	19.6	66	Ills. C.	Foot of Lake.	.75
Hawthorne.....	6.9	23	C. B. & Q.	Canal & Adams	.31
Hayford.....	11.5	44	C. & G. T.	Polk & Dearborn	.40
Hegewisch.....	18.5	55	P. Ft. W. & C.	Canal & Adams	.70
Hegewisch.....	18.2	51	C. & E.	Polk & Dearborn	.70
Hermosa.....	5.9	32	C. M. & St. P.	Canal & Adams	.30
Highland Park..	22.9	65	C. & N. W.	Wells & Kinzie	1.15
Highlands.....	16.3	45	C. B. & Q.	Canal & Adams	.73
Highlands.....	25.8	78	C. & E.	Polk & Dearborn	1.35
High Ridge.....	8.1	28	C. & N. W.	Wells & Kinzie	.40
Hinsdale.....	16.9	48	C. B. & Q.	Canal & Adams	.76
Hobart.....	33.4	91	P. Ft. W. & C.	" "	1.60
Homewood.....	23.3	70	Ills. C.	Foot of Lake	.90
Hulberts.....	46.7	127	C. & E.	Polk & Dearborn	2.45
*Humboldt.....	4.9	22	C. M. & St. P.	Canal & Adams	.22
Hunting Avenue	7.2	25	C. & N. W.	Wells & Kinzie	.40
*Hyde Park (53.)	6.4	25	Ills. C.	Foot of Lake	.25
Ills.Central Cross.	20.6	61	P. C. C. & St. L.	Canal & Adams	.90
Irving Park.....	6.7	24	C. & N. W.	Wells & Kinzie	.35
Itaska.....	21.2	54	C. M. & St. P.	Canal & Adams	1.05
Jefferson Park..	8.7	32	C. & N. W.	Wells & Kinzie	.45

Station	Miles	Min.	Railroad	Depot	Round Trip
Jeffery Avenue ..	9.4	35	Ills. C.	Foot of Lake.	$ .30
Johnstone.....	16.4	61	Wabash	Polk & Dearborn	.80
Joliet.....	40.5	120	C. R. I & P.	V. Bur. & Sherm.	1.00
Kenilworth.....	15.2	44	C. & N. W.	Wells & Kinzie	.75
Kenosha.....	51.4	119	C. & N. W.	" "	2.95
Kensington (116.)	14.4	50	Ills. C.	Foot of Lake	.50
Kensington.....	13.7	50	C. & E. I.	Polk & Dearborn	.82
*Kenwood (47th).	5.6	22	Ills. C.	Foot of Lake	.25
Kirwin.....	9.4	39	C. & N. P.	Harrison & 5. ave	.45
Kouts.....	55.1	146	C. & E.	Polk & Dearborn	2.90
Lacton.....	22.6	61	C. B. & Q.	Canal & Adams	1.36
La Fox.....	40.6		C. & N. W.	Wells & Kinzie	2.20
LaGrange (5th ave	13.7	39	C. B. & Q.	Canal & Adams	.62
La Grange (St. ave	14.2	41	C. B. & Q.	" "	.64
*Lake Ave (& 41st	5.7	25	L. S. & M. S.	V. Bur. & Sherm.	.25
Lake Bluff.....	30.1	75	C. & N. W.	Wells & Kinzie	1.55
Lake Forest.....	28	75	C. & N. W.	" "	1.45
Lake Geneva....	70.4	172	C. & N. W.	" "	3.75
Lakeside.....	17.5	51	C. & N. W.	" "	.90
Lancaster.....	28.	65	C. M. & St. P.	Canal & Adams	1.40
*Langley Ave. (40.	5.2	23	L. S. & M. S.	V. Bur. & Sherm.	.25
Lansing.....	28.1	80	P. C. C. & St. L.	Canal & Adams	1.35
Lathrop Ave.....	9.2	34	C. & N. W.	Wells & Kinzie	.50
La Vergne.....	9.1	29	C. B. & Q.	Canal & Adams	.41
Libertyville.....	35.3	77	C. M. & St. P.	" "	1.80
*Lincoln Ave....	4.1	22	C. M. & St. P.	" "	.20
Linden Park.....	8.3	30	C. & N. P.	Harrison & 5. ave.	.35
Linden Park.....	6.2	22	C. & N. W.	Wells & Kinzie	.30
Lisle.....	24.4	60	C. B. & Q.	Canal & Adams	1.56
Liverpool.....	30.5	84	P. Ft. W & C.	" "	1.60
Llewellyn Park ..	14.1	45	C. M. & St. P.	" "	.65
Lombard.....	20	50	C. & N. W.	Wells & Kinzie	1.00
Longwood.....	11.8	45	C. R. I. & P.	V. Bur. & Sherm.	.60
Mc Caffrey.....	11	42	C. & G. T.	Polk & Dearborn	.40
Mc Henry.....	50.2	128	C. & N. W.	Wells & Kinzie	2.45
*Madison Park (50	6	24	Ills. C.	Foot of Lake	.25
*Madison st....	6.6	25	C. & N. P.	Harrison & 5. ave.	.25

Station	Miles	Min.	Railroad	Depot	Round Trip
Manhattan	39.6	119	Wabash	Polk & Dearborn	$2.14
Mannheim	14.1	57	C. M. & St. P.	Canal & Adams	.70
Maple Park	50.6		C. & N. W.	Wells & Kinzie	2.80
*Maplewood	4.1	15	C. & N. W.	" "	.20
Marley	29.9	94	Wabash	Polk & Dearborn	1.51
Marvin	7.2	27	C. & N. P.	Harrison&5. ave.	.30
Maynard	29.9	84	P. C. C. & St. L.	Canal & Adams	1.35
Maynard	31.2	89	C. & G. T.	Polk & Dearborn	1.35
Maywood	10.4	35	C. & N. W.	Wells & Kinzie	.55
Meacham	23.1	58	C. M. & St. P.	Canal & Adams	1.15
Melrose	11.3	39	C. & N. W.	Wells & Kinzie	.60
*MichiganAve.(40	4	19	L. S. & M. S.	V. Bur. & Sherm.	.20
*Millard Avenue	5.4	19	C. B. & Q.	Canal & Adams	.24
*Milwaukee Ave.	3.9	17	C. M. & St. P.	" "	.20
Milwaukee	85	180	C. M. & St. P.	" "	4.50
Milwaukee	85	180	C. & N. W.	Wells & Kinzie	4.50
Mokena	29.7	90	C. R. I & P.	V. Bur. & Sherm.	1.00
Momence	50	137	C. & E. I.	Polk & Dearborn	3.00
Mont Clare	9.6	40	C. M. & St. P.	Canal & Adams	.50
Montrose	9	27	C. M. & St. P.	" "	.40
Montrose	7.6	28	C. & N. W.	Wells & Kinzie	.40
Moreland	5.7	18	C. & N. W.	" "	.30
Moreland	7.7	28	C. & N. P.	Harrison&5. ave.	.30
Morgan Avenue	13.2	45	C. R. I. & P.	V. Bur. & Sherm.	.75
Morgan Park	13.8	55	C. R. I. & P.	" "	.75
Morrell Park	8	34	C. & G. T.	Polk & Dearborn	.25
Morton	14.3	38	C. M. & St. P.	Canal & Adams	.70
Morton Park	7.5	25	C. B. & Q.	" "	.34
Mount Greenwood	16.2	56	C. & G. T.	Polk & Dearborn	.60
Mount Hope	17.2	58	C. & G. T.	" "	.60
Mount Olivet	16.3	56	C. & G. T.	" "	.60
Mount Prospect	19.7	59	C. & N. W.	Wells & Kinzie	1.00
Naperville	28.4	72	C. B. & Q.	Canal & Adams	1.70
New Chicago	18.4	63	Ills. C.	Foot of Lake	.70
New Lennox	33.1	101	Wabash	Polk & Dearborn	1.78
New Lennox	34.1	102	C. R. I. & P.	V. Bur. & Sherm.	1.00
Ninety first st	12.7	47	Ills. C.	Foot of Lake	.45

Station	Miles	Min.	Railroad	Depot	Round Trip
Ninety-fifth street	10.9	40	C. R. I. & P.	V. Bur. & Sherm.	$ .60
Ninety-ninth st. .	11.1	42	C. R. I. & P.	" "	.60
Normal Park	7.3	32	C. R. I & P.	" "	35
Normal Park	7.3	30	C. & E. I.	Polk & Dearborn	.44
North Aurora. ...	41.6		C. & N. W.	Wells & Kinzie	2.10
North Evanston. .	13.1	40	C. & N. W.	" "	.65
Norwood.....	11.1	37	C. & N. W.	" "	.55
Noyes st.....	13.1	41	C. M. & St. P.	Canal & Adams	.65
Oakdale	10.2	40	C. & E. I.	Polk & Dearborn	.62
Oak Glen	28	83	C. & G. T.	" "	1.25
Oak Glen (Barr) .	17 4	47	C. M. & St. P.	Canal & Adams	.90
*Oakland (39th st)	4.4	18	Ills. C.	Foot of Lake	.25
Oaklawn	14.5	58	Wabash	Polk & Dearborn	.68
*Oakley Ave	6.6	31	C. & G. T.	" "	.15
Oak Park	8.6	30	C. & N. W.	Wells & Kinzie	.45
Oak Park.....	10.6	37	C. & N. P.	Harrison&5. ave.	.45
*Oak Woods	8.9	35	Ills. C.	Foot of Lake	.30
One Hundredth st	14.1	45	P. Ft. W. & C.	Canal & Adams	.50
One Hundredth st		41	L. S. & M. S.	V. Bur. & Sherm.	.50
104th street	12.9	45	Ills. C.	Foot of Lake.	.50
111th street	12.7	48	C. & E. I.	Polk & Dearborn	.76
112th street	15.3	45	C. & E.	" "	.70
116th street	14.4	50	Ills. C.	Foot of Lake	.50
123rd street	15.3	53	Ills. C.	" "	.55
Ontarioville	28.5	66	C. M. & St. P.	Canal & Adams	1.45
Orison.....	10.7	50	C. M. & St. P.	" "	.55
Orland	23.2	79	Wabash	Polk & Dearborn	1.15
Pacific Junction..	6.1	30	C. M. & St. P.	Canal & Adams	.25
Palatine	26.1	74	C. & N. W.	Wells & Kinzie	1.35
Palmer	42.9	117	C. & E.	Polk & Dearborn	2.25
Park Manor	8.2	26	L. S. & M. S.	V. Bur. & Sherm.	.30
Park Manor	8.3	28	P. Ft. W. & C.	Canal & Adams	.30
Park Ridge	13.1	43	C. & N. W.	Wells & Kinzie	.65
Park Side	8.9	34	Ills. C.	Foot of Lake	.30
Pennock	6.4	21	C. M. & St. P.	Canal & Adams	.30
*Prairie Ave (40th	4.3	20	L. S. & M. S.	V. Bur. & Sherm.	.20
Prospect Park ..	22.5	56	C. & N. W.	Wells & Kinzie	1.15

Station	Miles	Min.	Railroad	Depot	Round Trip
Pullman (111th st	13.9	47	Ills. C.	Foot of Lake	$ .50
Pullman Junction	12.3	40	C. & E.	Polk & Dearborn	.65
Purington.....	14.8	58	C. R. I. & P.	V. Bur. & Sherm.	80
Racine	61.7	139	C. & N. W.	Wells & Kinzie	3.55
Racine	69.2	155	C. M. & St. P.	Canal & Adams	3.55
Ranney.....	51.6	109	C. M. & St. P.	" "	3.10
Ravenswood	5.8	22	C. & N. W.	Wells & Kinzie	.30
Ravinia.....	21.3	59	C. & N. W.	" "	1.10
Raymond st.....	14.3	56	C. R. I. & P.	V. Bur. & Sherm.	.80
Redesdale.....	39.2	109	C. & G. T.	Polk & Dearborn	1.60
Richmond	60.4	149	C. & N. W.	Wells & Kinzie	3.10
Ridgefield	45.7	118	C. & N. W.	" "	2.50
Ridgeland	7.7	28	C. & N. W.	" "	.40
Ringwood.....	54	137	C. & N. W.	" "	2.70
Riverdale	20.8	62	P. C. C. & St. L.	Canal & Adams	.90
Riverdale(135th st	17	60	Ills. C.	Foot of Lake	.65
River Forest	11.9	43	C. & N. P.	Harrison & 5. ave.	.50
River Forest	9.8	36	C. & N. W.	Wells & Kinzie	.50
River Park.....	12.3	55	C. M. & St. P.	Canal & Adams	.65
Riverside	11.1	33	C. B. & Q.	" "	.50
Rogers Park.....	9	29	C. M. & St. P.	" "	.45
Rogers Park.....	9.1	30	C. & N. W.	Wells & Kinzie	.45
Rondout	32.3	72	C. M. & St. P.	Canal & Adams	1.65
Rose Hill.....	7.6	26	C. & N. W.	Wells & Kinzie	.40
Roselle	24.5	60	C. M. & St. P.	Canal & Adams	1.25
Russell	47	100	C. M. & St. P.	" "	2.35
Salt Creek	19.2	66	C. M. & St. P.	" "	.95
Schererville	34.7	95	P. C. C. & St. L.	" "	1.65
Sedley.....	50	135	C. & G. T.	Polk & Dearborn	1.80
71st st. (So. Shore	9.9	37	Ills. C.	Foot of Lake	.30
Seventy-second st		31	C. & E. I.	Polk & Dearborn	.46
75th st. (Windsor P	10.5	39	Ills. C.	Foot of Lake	.35
*Seventy-fifth st .	8.3	34	C. R. I & P.	V. Bur. & Sherm.	.45
Seventy-ninth st .	11.2	41	Ills. C.	Foot of Lake.	.35
Sheffield.....	16.1	50	P. Ft. W. & C.	Canal & Adams	.60
Shermerville	20.9	53	C. M. & St. P.	" "	1.05
Shooting Park ...	18.3	54	P. C. C. & St. L.	" "	.70

Station	Miles	Min.	Railroad	Depot	Round Trip
*Sixtieth st....	7.3	29	Ills. C.	Foot of Lake	$ .25
*Sixty-first st....	6.8	24	P. Ft. W. & C.	Canal & Adams	.30
*Sixty-third st...	6.6	30	Wabash	Polk & Dearborn	.40
*63rd (Woodlawn	7.7	30	Ills. C.	Foot of Lake.	.25
*Sixty-third st...	6.6	27	C. & E. I.	Polk & Dearborn	.40
*Sixty-fifth st....	6.9	30	C. R. I & P.	V. Bur. & Sherm.	.35
*Sixty-seventh st.	10.5	41	C. & G. T.	Polk & Dearborn	.40
*Sixty-seventh st.	8. 2	32	Ills. C.	Foot of Lake	.30
Sollitt	41.1	117	C. & E. I.	Polk & Dearborn	2.46
South Chicago...		39	L. S. & M. S.	V. Bur. & Sherm.	.45
South Chicago...	12.7	40	P. Ft. W. & C.	Canal & Adams	.45
South Chicago(91.	12.7	47	Ills. C.	Foot of Lake	.45
SouthEnglewood.	9 8	38	C. R. I. & P.	V. Bur. & Sherm.	.55
So. Englw. Junct.	9.9	39	C. R. I. & P.	" "	.60
South Evanston..	11.4	35	C. M. & St. P.	Canal & Adams	.55
South Evanston..	10.8	34	C. & N. W.	Wells & Kinzie	.55
South Holland...	19.5	64	C. & E. I.	Polk & Dearborn	1.18
South Lynne	11.2	34	P. C. C. & St. L.	Canal & Adams	.55
South Oak Park..	9.9	40	C. & N. P.	Harrison & 5. ave.	.45
*South Park (57th	6.9	27	Ills. C.	Foot of Lake	.25
South Ridgeland.	8.9	37	C. & N. P.	Harrison & 5. ave	.40
South Shore (71st)	9.9	37	Ills. C.	Foot of Lake	.30
Spaulding.....	21.3	68	C. & G. T.	Polk & Dearborn	.90
Spaulding.....	32.8	74	C. M. & St. P.	Canal & Adams	1.65
Spring Bluff... .	45	107	C. & N. W.	Wells & Kinzie	2.45
St. Charles, Ills..	38	100	C. & N. W.	" "	1.90
St. Maria	13	47	C. & G. T.	Polk & Dearborn	.55
*State st. (40th st)	3.8	18	L. S. & M. S.	V. Bur. & Sherm.	.20
Steele	33.6	103	Wabash	Polk & Dearborn	1.82
Summerdale.....	6.6	24	C. & N. W.	Wells & Kinzie	.35
Sycamore	60.		C. & N. W.	" "	3.15
Symerton	47	134	Wabash	Polk & Dearborn	2.54
Terra Cotta	45.7	121	C. & N. W.	Wells & Kinzie	2.45
Thatchers Park ..	12.3	45	C. & N. P.	Harrison & 5. ave.	.60
*Thirty-fifth st...		16	Ills. C.	Foot of Lake	.25
*Thirty-ninth st .	3.6	17	C. R. I. & P.	V. Bur. & Sherm.	.15
*39th st. (Oakland	4.4	18	Ills. C.	Foot of lake	.25

Station	Miles	Min.	Railroad	Depot	Round Trip
*Thirty-ninth st..		15	L. S. & M. S.	V. Bur. & Sherm.	$ .15
Thornton	21.8	70	C. & E. I.	Polk & Dearborn	1.30
Thornton Junct.	20.1	65	C. & E. I.	" "	1.20
Thornton Junct..	25	78	C. & G. T.	" "	1.05
Tolleston	26.2	76	P. Ft. W. & C.	Canal & Adams	1.45
Tracy Ave	15.5	54	C. & G. T.	Polk & Dearborn	.60
Tracy Ave.....	12.8	50	C. R. I & P.	V. Bur. & Sherm.	.70
Turner Park.....	11.5	52	C. M. & St. P.	Canal & Adams	.60
Turner	30	76	C. & N. W.	Wells & Kinzie	1.55
*Union Stock Y'ds	5.2	18	P. Ft. W. & C.	Canal & Adams	.25
*Union Stock Y'ds	5.2	30	L. S. & M. S.	V. Bur. & Sherm.	.25
Valparaiso	43.9	110	P. Ft. W & C.	Canal & Adams	2.35
Valparaiso	55.5	145	C. & G. T.	Polk & Dearborn	2.35
*Vincennes Av (40	5	22	L. S. & M. S.	V. Bur. & Sherm.	.25
Wadsworth.....	42.9	90	C. M. & St. P.	Canal & Adams	2.15
Walden.....	12.3	47	C. R. I. & P.	V. Bur. & Sherm.	.60
Waldheim Cemet	10.7	44	C. & N. P.	Harrison & 5. ave.	.50
Warrenton	36.8	79	C. M. & St. P.	Canal & Adams	1.85
Washington Hgts	12	43	C. R. I. & P.	V. Bur. & Sherm.	.60
Washington Hgts	16.2	49	P. C. C. & St. L.	Canal & Adams	.60
Waukegan	35.6	78	C. & N. W.	Wells & Kinzie	1.90
Waukesha	104.5	254	C. & N. W.	" "	5.00
Wayne	35.3	85	C. & N. W.	" "	1.85
Western Springs.	15.3	43	C. B. & Q.	Canal & Adams	.69
*West 40th st....	4.7	16	C. & N. W.	Wells & Kinzie	.25
West Hinsdale...	17.8	50	C. B. & Q.	Canal & Adams	.80
West 100th st....	14	45	P. Ft. W. & C.	" "	.50
W. U. Junction ..	61.8	130	C. M. & St. P.	" "	3.55
Wheaton	24.9	67	C. & N. W.	Wells & Kinzie	1.25
Wheeler	37.1	98	P. Ft. W. & C.	Canal & Adams	1.85
Whitings.....		50	L. S. & M. S.	V. Bur. & Sherm.	.60
Wild Wood (128th	16	56	Ills. C.	Foot of Lake	.60
Willard.....	13.7	42	P. Ft. W. & C.	Canal & Adams	.50
Williams Bay....	76.4	187	C. & N. W.	Wells & Kinzie	4.00
Wilmette	14	42	C. & N. W.	" "	.70
Windsor Park (75.	10.5	39	Ills. C.	Foot of Lake	.35
Winfield	40.4	111	C. & E.	Polk & Dearborn	2.15

Station	Miles	Min.	Railroad	Depot	Round Trip
Winfield	27.5	68	C. & N. W.	Wells & Kinzie	$1.40
Winnetka	16.5	48	C. & N. W.	" "	.85
*Woodlawn Park.	7.7	30	Ills. C.	Foot of Lake	.25
Woodstock	51.3	131	C. & N. W.	Wells & Kinzie	2.85
Worth	17.5	70	Wabash	Polk & Dearborn	.85

POSTAGE RATES.

THE CLASSES OF MAIL MATTER.

Domestic mail matter is divided into four classes, as follows:

First Class—Letters, postal cards, and matter wholly or partly in writing, whether sealed or unsealed (except manuscript copy accompanying proof sheets or corrected proof-sheets of the same), and all matter sealed or otherwise closed against inspection.

Rate of Postage—Two cents per ounce or fraction thereof. Postal cards, one cent each. On "drop" letters, two cents per ounce or fraction thereof, when mailed at letter-carrier's office; and one cent per ounce or fraction thereof at other offices.

Second Class—Newspapers and publications issued at stated intervals as often as four times a year, bearing a date of issue and numbered consecutively, issued from a known office of publication, and formed of printed sheets, without board, cloth, leather or other substantial binding. Such publications must be originated and published for the dissemination of information of a public character, or devoted to literature, the sciences, art, or some special industry. They must have a legitimate list of subscribers, and must not be designed primarily for advertising purposes, or for free circulation at nominal rates.

Rate of Postage—One cent for each four ounces or fraction thereof.

Third Class—Books, periodicals and matter wholly in print (not included in second class), proof-sheets, corrected proof-sheets and manuscript copy accompanying the same.

Rate of Postage—One cent for each two ounces or fraction thereof.

Fourth Class—Merchandise, namely, all matter not embraced in the other three classes, and which is not in its form or nature liable to destroy, deface or otherwise damage the contents of the mail bag, or harm the person of any one engaged in the postal service, and not above the weight provided by law.

Rate of Postage—One cent per ounce or fraction thereof, but on seeds, cuttings, roots, scions and plants, one cent for each two ounces or fraction thereof.

THE LIMIT OF WEIGHT.

A package must not exceed four pounds in weight, unless it be a single book.

PAYMENT OF POSTAGE.

On first-class matter the postage should be fully prepaid, but if two cents in stamps be affixed, the matter will be forwarded and remainder due collected of addressee before delivery.

On Second, Third and Fourth Class Matter—The postage must be fully prepaid.

WHAT MAY BE WRITTEN OR PRINTED ON MAIL MATTER.

SECOND CLASS—Name and address of persons to whom the matter is to be sent; index-figures of subscription book printed or written; printed title of publication, printed or written name or address, without advertisement of publisher or sender; written or printed words or figures, or both, indicating date on which subscription ends; correction of typographical errors, a mark except by written or printed words to designate a word or passage to which it is desired to call attention; the words "sample copy"; publisher's or news agents' bills, receipts, and orders for subscription, but the same shall convey no other information than the name, place of publication, subscription price, and amount of subscription due. The number of copies enclosed may be indicated on wrapper or face of package.

THIRD CLASS—Sender's name and address, with the word "from"; marks other than by written or printed words to call attention to word or passage; correction of typographical errors; on the blank leaves or cover of any book may be placed a simple manuscript dedication or inscription not like a personal correspondence; upon the address side of wrapper, envelope, tag or label must be left space sufficient for legible address and necessary stamps.

FOURTH CLASS—With matter of this kind may be enclosed any mailable third-class matter. On wrapper, cover, tag or label may be written name and address of sender with word "from"; marks, numbers, names or letters for purposes of description, or same may be printed; any printed matter not in nature of a personal correspondence. On address side must be left space sufficient for legible address and necessary stamps.

THE REGISTRY SYSTEM.

All mail matter, including drop letters, may be registered; but not matter addressed to fictitious names, initials, or box numbers, or bearing vague and indefinite addresses.

The registry fee is ten cents in addition to postage. It must be prepaid by stamps affixed.

THE POSTAL MONEY ORDER SYSTEM.

The following are the fees for domestic money-orders:

For orders not exceeding $5..... 5c.
For orders exceeding $5 and not exceeding $10..... 8c.
For orders exceeding $10 and not exceeding $15.....10c.
For orders exceeding $15 and not exceeding $30.....15c.
For orders exceeding $30 and not exceeding $40.....20c.
For orders exceeding $40 and not exceeding $50.....25c.
For orders exceeding $50 and not exceeding $60.....30c.
For orders exceeding $60 and not exceeding $70.....35c.
For orders exceeding $70 and not exceeding $80.....40c.
For orders exceeding $80 and not exceeding $100.....45c.

The fee for a postal note is 3 cents.

A postal note may be drawn for any amount from one cent to four dollars and ninety-nine cents.

FOREIGN POSTAGE.

UNIVERSAL POSTAL UNION RATES.

Letters, per 15 grams or ½ ounce prepayment optional, except to places marked * to which full payment is compulsory at rates given herewith	5	cts.
Postal cards, each	2	"
Newspapers and other printed matter, per 2 ounces	1	"
Commercial papers, First ten ounces or fraction thereof	5	"
Commercial papers, Every additional 2 ounces	1	"
Samples of Merchandise. First four ounces	2	"
Samples of Merchandise. Every additional two ounces	1	"
Registration fee on letters or other articles	10	"

All correspondence other than letters must be prepaid, at least partially.

International Money Orders.

The rates will be as follows (with the exception of Denmark, Luxemburg, the Netherlands and Norway, when a small extra fee will be charged to pay the German Post, through which the orders are sent):

For sums not exceeding $10.00	10	cts.
Over $10.00 and not exceeding 20.00	20	"
" 20.00 " " 30.00	30	"
" 30.00 " " 40.00	40	"
" 40.00 " " 50.00	50	"

Countries comprised in the Universal Postal Union.

Argentine Republic.
Austria-Hungary.
Bahamas.
Barbadoes.
Belgium.
Bermudas.
Bolivia.
Brazil.
British Colonies on West Coast of Africa.
British Colonies in West Indies.
British Guiana,
British Honduras.
British India.
Bulgaria.
Ceylon.
Chili.
Columbia, U. S. of.
Costa Rica.
Congo, State of.
Denmark.
Dominica.
Ecuador.
Egypt.
France, including Algeria, Monaco, Tunis, Tangier, Cambodia, Tonquin.
French Colonies—
1. In ASIA: French establishments in India and Cochin China. 2. In AFRICA: Senegal and dependencies. Reunion, Madagascar. 3. In AMERICA: French Guiana, Guadeloupe, Martinique, St. Bartholomew, St. Pierre.
French Colonies—
4. In OCEANICA: New-Caledonia, Tahiti, Marquesas Islands, Gambier.
Germany.
Great Britain and Ireland.
Gibraltar and Cyprus.
Greece.
Greenland.
Guatemala.
Hayti.
Hawaii and Samoa.
Honduras.
Hong Kong.
Italy.
Iceland.
Jamaica.
Japan and Jinsen (Corea).
Liberia.
Luxemburg.
Montenegro.
Netherlands.
Netherland Colonies—
1. In ASIA. Borneo, Sumatra, Java. Celebes. 2. In OCEANICA: New-Guinea. 3. In AMERICA: Surinam, Curacoa, St. Eustatius.
Newfoundland.
Nicaragua.
Norway.
Nubia, Soudan.
Paraguay.
Patagonia, Eastern part.
Portuguese Colonies—
1. In ASIA. 2. In AFRICA: CapeVerde, Mozambique
Persia.
Peru.
Portugal, including Madeira and the Azores.
Roumania.
Russia, including Finland.
Salvador.
San Marino.
Servia.
Siam.
Spain, including the Canary Islands, the Spanish possessions on the north coast of Africa, the Republic of Andorra, and the postal establishments of Spain on the west coast of Morocco.
Spanish Colonies—
1. In AFRICA: Fernando Po. 2. In AMERICA: Cuba and Porto Rico. 3. In OCEANICA: Ladrone and the Caroline Islands. 4. In ASIA: the Philippine Archipelago.
Straits Settlements (Singapore, Penang, and Malacca.)
St. Thomas and St. Croix, W. I.
Sweden.
Switzerland.
Trinidad, W. I.
Turkey, European and Asiatic.
Uruguay.
Venezuela,

COUNTRIES OR PLACES NOT EMBRACED IN THE UNIVERSAL POSTAL UNION.

Prepayment is compulsory, except to places marked * to which payment is optional.
† The limit of payment is at port of debarkation, for all other places, to destination.
‡ Samples are not accepted for these destinations.
§ Registration is allowed on letters and other articles. Fee, 10 cents.
‖ Registration is allowed only on letters. Fee, 10 cents.
International Money Orders are issued only to countries or places marked ¶
Postal cards can not be sent from the United States to any of the following places except Canada and Mexico.

COUNTRIES —OR— PLACES OF DESTINATION.	Per 15 grams, or ½ ounce.	News papers.		Other Printed matter and Samples.	
		Limit of Weight.	Each Paper.	Limit of Weight.	Each Package.
Africa (West Coast), except Egypt, Liberia, and British, French, Spanish and Portuguese Colonies, by British mail†	Cts. 15	Oz. 4	Cts. 4	Oz. 2	Cts. 5
Ascension, Island South Atlantic, British mail	15	4	4	2	5
Australia, except New South Wales, Queensland and Victoria via San Francisco†‡‖	5	no	2	2	2
Australia, all parts of, by British mail, via Brindisi ‖	12	no	2	4	4
Basutoland, see Cape Colony.					
British Columbia. See Canada.					
Caffraria. See Cape Colony.					
Canada (Limit of letter weight: 30 grams or 1 oz. Postal cards and all printed matter at domestic rates §¶	U.S.	rates	apply.		
Cape Colony, South Africa, British mail§¶	15	4	4	2	5
Chatham Islands, Oceanica, via San Francisco. See New Zealand.	....	....	....	....	....
China, British mail, via Brindisi*§	13	4	5	2	4
Fiji Islands, via San Francisco and Sidney†‡	5	no	2	2	2
Griqualand. See Cape Colony.					
Madagascar, except St. Mary's and Tamatave, British mail†	13	4	4	2	4
Mexico, North America (United States domestic rates, at least one rate of postage (2 cts.) must be prepaid)*	U.S.	rates	apply.		
Morocco, except Spanish possessions on West Coast†	15	2	2	2	2
Natal South Africa, by British mail§	15	4	4	2	5
Navassa, West Indies, direct mail†‡	5	no	2	2	2
Navigator's Islands, Pacific†‡	5	no	2	2	2
New Brunswick. See Canada.					
New South Wales, direct mail¶	12	no	2	4	4
New Zealand, direct mail‖¶	12	no	2	4	4
New Zealand, British mail, via Brindisi ‖¶	12	no	2	4	4
Norfolk Island, Pacific, via S. Francisco. See N.Zeal.	....	....	....	....	....
Nova Scotia. See Canada.					
Orange Free State. See Cape Colony.					
Pekin (China), Russian mail, via Germany	5	no	no	2	1
Pitcairn Island, Pacific, via San Francisco†‡	5	no	2	2	2
Prince Edward Island. See Canada.					
Queensland, direct mail¶	12	no	2	4	4
St. Helena, South Atlantic, British mail§	15	4	4	2	5
Samoan Islands. See Navigator's Islands.					
Shangai, direct via San Francisco‖	5	2	1	2	1
Tasmania¶	12	no	2	4	4
Transvaal, South Africa, British mail§	21	4	5	2	7
Vancouver's Islands. See Canada.					
Van Dieman's Land. See Tasmania.					
Victoria. British mail via Brindisi¶	12	no	2	4	4

Maximum and Minimum Express Rates on Parcels to different States from Chicago:

STATES	1 lb. or less.	Over 1 to 2 lbs.	Over 2 to 3 lbs.	Over 3 to 4 lbs.	Over 4 to 5 lbs.	Over 5 to 7 lbs.
Indiana	25c.	25c.	25 to 30c.	25 to 30c.	25 to 35c.	30 to 35c.
Illinois	25c.	25c.	25 to 30c.	25 to 30c.	25 to 40c.	30 to 40c.
Ohio	25c.	25c.	30 to 40c.	30 to 45c.	35 to 50c.	35 to 55c.
Iowa	25c.	25c.	30 to 40c.	30 to 45c.	40 to 50c.	40 to 55c.
Wisconsin	25c.	25 to 30c.	25 to 45c.	30 to 60c.	30 to 70c.	35 to 85c.
Kentucky	25c.	25 to 30c.	30 to 45c.	35 to 50c.	40 to 55c.	45 to 65c.
Missouri and New York	25c.	25 to 30c.	30 to 45c.	35 to 60c.	40 to 65c.	45 to 75c.
Delaware and District of Columbia	25c.	25c.	35c.	40c.	45c.	50c.
Maryland	25c.	25c.	35 to 40c.	40 to 45c.	45 to 50c.	50 to 55c.
West Virginia	25c.	25 to 30c.	35 to 45c.	40 to 50c.	45 to 55c.	50 to 65c.
Pennsylvania	25c.	25 to 30c.	35 to 45c.	40 to 60c.	45 to 65c.	50 to 75c.
Massachusetts, NewHampshire, NewJersey, Rbode Island.	25c.	25 to 30c.	40 to 45c.	45 to 55c.	50 to 65c.	55 to 70c.
Kansas and Minnesota	25c.	25 to 30c.	40 to 45c.	45 to 60c.	50 to 70c.	55 to 90c.
Nebraska	25c.	25 to 30c.	40 to 45c.	45 to 60c.	50 to 70c.	55 to 95c.
Connecticut	25c.	30c.	45c.	50 to 55c.	55 to 65c.	65 to 70c.
Maine and Vermont	25c.	30c.	45c.	50 to 60c.	55 to 65c.	65 to 75c.
Virginia	25c.	30c.	45c.	50 to 60c.	55 to 70c.	65 to 95c.
Tennessee	25c.	30c.	45c.	55 to 60c.	65 to 70c.	70 to 90c.
South Dakota	25c.	30c.	45c.	55 to 60c.	65 to 75c.	70 to 100c.
Indian Territory	25c.	30c.	45c.	60c.	65 to 70c.	75 to 90c.
Alabama, Georgia, North Carolina and North Dakota	25c.	30c.	45c.	60c,	65 to 70c.	75 to 95c.
Texas	25c.	30c.	45c.	60c.	65 to 75c.	75 to 100c
Louisiana	25c.	30c.	45c.	60c.	70c.	85 to 95c.
Florida	25c.	30c.	45c.	60c.	70 to 75c.	85 to 100c.
South Carolina	25c.	30c!	45c.	60c.	70c.	90 to 95c.
Colorado	25c.	30c.	45c.	60c.	70 to 75c.	90 to 100c.
Montana and Wyoming	25c.	30c.	45c.	60c.	70 to 75c.	95 to 100c.
New Mexico and Utah	25c	30c.	45c.	60c.	75c.	100c.
Arizona	25 to 30c.	30 to 35c.	45c.	60c.	75 to 80c.	100 to 110c.
Idaho	25 to 35c.	30 to 40c.	45 to 50c.	60 to 65c.	75 to 85c.	100 to 115c.
Washington	30 to 35c.	35 to 40c.	45 to 60c.	60 to 65c.	80 to 85c.	100 to 115c.
Nevada	25 to 35c.	30 to 45c.	45 to 55c.	60 to 75c.	75 to 90c.	100 to 125c.
Oregon	30 to 35c.	35 to 45c.	45 to 55c.	60 to 75c.	80 to 90c.	100 to 125c.
California	30 to 35c.	35 to 45c.	45 to 60c.	60 to 75c.	80 to 95c.	100 to 140c.

Cable Rates.

From all Telegraph Offices in Chicago, Illinois, to principal Foreign Countries.

The rates given below are by the cheapest and best routes.

Ten letters constitute a word. If a word contains more than ten letters it will be charged for as two words.

The address, signature and date are all charged for.

Messages will be repeated for customers at one-half the rates given below.

	per word.		per word.
Africa	$2.21 to $2.49	Peru	$1.72 to $2.66
Algeria	.39	Portugal	.45
Arabia	1.23	Roumania	.43
Argentine Republic	2.33	Russia, in Europe	.49
Australia	2.64 to 2.74	in Caucasus	.56
Austria	.42	in Asia	.74 to .96
Belgium	.37	San Salvador	.72 to .77
Bolivia	2.60	Sardinia	.40
Brazil	1.69 to 2.59	Scotland	.31
Burmah—Upper	1.43	Servia	.43
Cape Verde Islands	1.02	Siam	1.49
Ceylon	1.43	Sicily	.40
Channel Islands	.31	Singapore	1.88
Chili	2.76	Spain	.45 to .47
China	2.05 to 2.45	Sweden	.45
Cochin China	1.70	Switzerland	.37
Costa Rica	1.02	Tripoli	.59 to .62
Denmark	.41	Turkey, in Europe	.45
Ecuador	1.74	in Asia-Seaports	.55
Egypt	.64 to .74	Tunisia	.39
England	.31	Uruguay	2.00
France	.31	U. S. of Columbia	.97 to 1.14
Germany	.31	Venezuela	2.15
Gibraltar	.49	Wales	.31
Greece	.46	West Indies—	
Guatemala	.77	Barbadoes	2.63
Holland	.39	Cuba-Havana	.40
Honduras	.77	" Cienfuegos	.60
Hungary	.42	" Sant. de Cuba	.90
India	1.37	Dominica	1.90
Ireland	.31	Gaudaloupe	2.28
Italy	.40	Grenada	2.83
Japan	2.62	Jamaica-Kingston	1.14
Java	1.98	Martinique	2.39
Luxemburg	.37	PortoRico-S. Juan	1.87
Montenegro	.43	St. Thomas	1.96
New Zealand	2.88	St. Vincent	2.52
Nicaragua	.97 to 1.02	Trinidad	2.73 to 2.75
Norway	.41		
Persia	.70 to 1.23		

CHICAGO SUBURBAN WAGON EXPRESS LINES.

All places given below are served daily except Sundays by responsible wagon express lines, whose Chicago receiving offices are stated herewith:

Brink's Express: 88 Washington st.; Chicago and Oak Park Express: 13 La Salle st.; Grand Crossing Express: 88 Washington st.; Hargrave's Express: 88 Washington st.; Hasting's R. R. Express: 54 Randolph st.; Irving Park Express: 159 Lake st.; Jenning's Express: 246 Lake st.; Johnson's South Side Express: 65 Washington st. and 146 Pacific ave.; Lucas Express: 44 State st.; Merchants Parcel Delivery Co.: 140 Pacific ave.; Milbrath's Express: 101 South Water st.; Morgan Park express: 65 Washington st.; Page's Express: 65 Washington st.; Reliable Express: 128 South Water st.; Riverside Express: 88 Washington st.; Rubo's Express: 40 Franklin street; Stafford's Express: 88 Washington st.; Suburban Express: 65 Washington st.; Townsend's Express: 185 South Water st.; Wall's Express: 88 Washington st.

Altenheim—Oak Park, Wall's.
Argyle Park—Brink's, Suburban, Merchants, Lucas.
Austin—Oak Park, Walls. Suburban.
Auburn Park—Brink's, Johnson's.
Avondale—Merchants, Page's.
Brighton Park—Merchants.
Brookdale—Milbrath's.
Brookline—Milbrath's, Stafford's.
Calvary—Hargrave's, Merchants. Rubo's.
Central Park—Brink's, Merchants, Suburban.
Cheltenham Beach—Milbrath's, Hasting's, Stafford's.
Clyde—Riverside.
Colehour—Milbrath's, Hasting's.
Constance—Milbrath's.
Conway Park—Wall's.
Cummings—Milbrath's, Hasting's.
Cuyler—Brink's, Merchants.
Deering—Brink's, Merchants.
Douglas Park—Brink's, Merchants, Suburban.
Dunning—Suburban.
Edgewater—Brink's, Merchants, Suburban.
Englewood—Brink's, Wall's, Johnson's.
Evanston—Rubo's, Jenning's, Hargrave's, Merchants, Suburban.
Forest Home—Oak Park, Wall's.
Grand Crossing—Stafford's, Suburban.
Grayland—Irving Park, Suburban.
Gross Park—Brink's, Merchants.
Harlem—Oak Park.
Hawthorne—Riverside.
High Ridge—Brink's, Rubo's.
Humboldt Park—Brink's, Merchants.
Hyde Park—Brink's, Milbrath's, Johnson's.
Irwin—Oak Park, Wall's.
Irving Park—Irving Park, Suburban.
Jefferson Park—Irving Park, Suburban.
Kensington—Milbrath's, Hasting's.
Kenwood—Brink's, Milbrath's.
Lake View—Brink's, Merchants, Suburban.

LAWNDALE—Brink's, Merchants, Suburban.
LINDEN PARK—Wall's, Suburban.
LONGWOOD—Morgan Park.
MADISON PARK—Brink's, Milbrath's.
MAPLEWOOD—Page's.
MAYWOOD—Wall's.
MILLARD AVE.—Brink's, Merchants.
MONTROSE—Irving Park, Suburban.
MORELAND—Oak Park, Wall's, Suburban.
MORGAN PARK—Morgan Park.
MORTON PARK—Riverside.
NORMAL PARK—Brink's.
NORWOOD—Suburban.
OAKLAND—Brink's, Milbrath's.
OAK PARK—Oak Park, Wall's, Suburban.
OAKWOODS—Brink's, Milbrath's.
PARK MANOR—Milbrath's, Brink's, Stafford's, Suburban.
PARKSIDE—Brink's, Milbrath's.
PULLMAN—Hasting's, Reliable.
RAVENSWOOD—Brink's, Merchants, Suburban.
RIDGELAND—Oak Park, Townsend's, Suburban.
RIVERSIDE—Riverside.
ROGERS PARK—Brink's, Jenning's, Suburban.
ROSEHILL—Brink's, Merchants.
ROSELAND—Hasting's, Reliable.
SOUTH CHICAGO—Hastings.
SOUTH ENGLEWOOD—Brink's.
SOUTH EVANSTON—Rubo's, Hargrave, Jenning's, Merchants.
SOUTH PARK—Brink's, Milbraths.
SOUTH RIDGELAND—Wall's.
SOUTH SHORE—Milbrath's, Grand Crossing.
STOCK YARDS—Brink's, Merchants, Suburban.
STONY ISLAND—Milbrath's.
SUMMERDALE—Brink's, Rubo's, Jenning's.
TRACY—Morgan Park.
WASHINGTON HEIGHTS—Stafford's.
WINDSOR PARK—Milbrath's, Hasting's.
WOODLAWN—Brink's, Milbrath's, Suburban.

For railroads on which the above mentioned places are located see "Suburban Stations."

Lake Ports.

And name of line or lines running to each of the following cities during the season of navigation with distances and fares (including meals and berths) from and to Chicago, for the season of 1891: also a list of all regular lines that are running.

	Distance from Chicago.	FARE FROM CHICAGO.		
		Single 1st class fare.	Round trip fare.	2d Class Fare.
Ahnapee, Wis.—Goodrich's Menominee Line	202	5.00	10.00	4.00
Arcadia, Mich.—Goodrich's Ludington & Manistee Line	240	5.00	10.00	.....
Ashland, Wis.—Lake Mich. & Lake Sup. Transp. Co.	939	23.00	42.00	8.00
Bayfield Wis.—Lake Mich. & Lake Sup. Transp. Co.	959	23.00	42.00	8.00
Benton Harbor, Mich.—Graham & Morton Transp. Co.	63	1.00	2.00	.50
Brockville, Canada—Merchants Line	....	18.00	34.00	9.00
Buffalo, N. Y. — Western Transit Co. (Freight only)	....	.....	.....	.....
Buffalo, N. Y. — Anchor Line. (Freight only)	....	.....	.....	.....
Buffalo, N. Y. — Union Steamboat Co. (Freight only)	1000	.....	.....	.....
Buffalo, N. Y. — Merchants Line.—Via Port Colborn	....	13.00	25.00	6.50
Carlton, Wis.—Goodrich's Menominee Line	200	5.00	10.00	4.00
Charlevoix, Mich. — Northern Michigan Line	370	7.00	13.00	4.00
Charlevoix, Mich. — Seymour's Line	346	7.00	13.00	4.00
Cheboygan, Mich.—Northern Michigan Line	374	8.00	15.00	4.00
Cleveland, Ohio — Union Steamboat Co. (Freight only.)	850	.....	.....	.....
Cleveland, Ohio — Merchants Line.	....	11.00	20.00	5.50
Cross Village, Mich.—Northern Michigan Line	435	7.00	13.00	4.00
Cornwall, Canada.—Merchants Line	....	21.50	36.00	10.75
De Tour, Mich.—Lake Mich. & Lake Sup. Transp. Co.	390	9.00	17.00	4.50
Detroit. Mich. — Western Transit Co. (Freight only.)	700	.....	.....	.....
Detroit. Mich. — Union Steamboat Co. (Freight only.)	....	.....	.....	.....
Douglas, Mich.—Peter O'Connor's Line	90	1.50	2.50	.....
Duluth, Minn.—Lake Mich. & Lake Sup. Transp. Co.	1039	24.00	43.00	8.00
Duncan City, Mich.—Northern Michigan Line	376	8.00	15.00	4.00
Eagle Harbor, Mich.—Lake Mich. & Lake Sup. Tr. Co.	794	19.00	.....	8.00
Egg Harbor, Wis.—Goodrich's Menominee Line	365	6.00	12.00	4.00
Elk Rapids, Mich. — Northern Michigan Line	375	6.50	12.00	4.00
Elk Rapids, Mich. — Seymour's Line	316	6.50	12.00	3.50
Ellison Bay, Wis.—Goodrich Line	337	6.00	12.00	4.00
Erie, Pennsylvania.—Anchor Line. (Freight only.)	920	.....	.....	.....
Ephraim, Wis.—Goodrich Menominee Line	351	6.00	12.00	4.00
Escanaba, Mich.—Goodrich Line	302	7.00	13.00	5.00
Fayette, Mich.—Goodrich Line	444	8.00	14.00	5.50
Fish Creek, Wis.—Goodrich Line	358	6.00	12.00	4.00
Frankfort, Mich. — Goodrich Line. (Via Milwaukee.)	.. .	5.00	9.00	4.00
Frankfort, Mich. — Northern Michigan Line	239	5.00	9.00	2.75
Frankfort, Mich. — Seymour's Line	211	5.00	9.00	3.00
Garden, Mich.—Goodrich Line	427	8.00	14.00	5.50
Gladstone, Mich.—Goodrich Line	392	7.50	13.00	5.50
Glen Haven, Mich.—Northern Michigan Line	240	5.50	10.00	3.00
Grand Haven, Mich.—Goodrich Line	110	3.00	5.00	2.50
Green Bay, Wis.—Goodrich Line	280	6.00	12.00	4.00
Hancock, Mich.—Lake Mich. & Lake Sup. Transp. Co.	681	17.00	30.00	7.00
Harbor Springs, Mich. — Northern Michigan Line	354	7.00	13.00	4.00
Harbor Springs, Mich. — Seymour's Line	365	7.00	13.00	4.00
Holland, Mich.—Peter O'Connor's Line	107	2.00	4.00	1.00
Houghton, Mich.—Lake Mich. & Lake Sup. Transp. Co.	680	17.00	30 00	7.00
Kewaunee, Wis.—Goodrich Line	190	5.00	10.00	4.00
Kingston, Canada.—Merchants Line	1208	17.00	32.00	8.50
Lachine, Canada.—Merchants Line	....	22.00	38.00	11.00
Lake Linden, Mich.—Lake Mich. & Lake Sup. Tr. Co.	719	17.00	30.00	7.00
L'Anse, Mich.—Lake Mich. & Lake Sup. Transp. Co.	689	17.00	30.00	7.00
Leland, Mich.—Northern Michigan Line	....	6.00	11.00	3.00
Ludington, Mich. — Seymour's Line	157	4.00	7.50	2.25
Ludington, Mich. — Goodrich Manistee Line	184	4.50	8.50	4.00
Mackinac or Mackinaw, Mich. — Northern Michigan Line	374	8.00	15.00	4.00
Mackinac or Mackinaw, Mich. — Lake Mich. & Lake Sup. Tr. Co.	350	8.00	15.00	4.00

Lake Ports.

And name of line or lines running to each of the following cities during the season of navigation with distances and fares (including meals and berths) from and to Chicago, for the season of 1891: also a list of all regular lines that are running.

	Distance from Chicago.	FARE FROM CHICAGO. Single 1st class fare.	Round trip fare.	2d Class Fare.
Manistee, Mich. { Goodrich Line. (Via Milwaukee.)	209	4.50	8.00	4.00
Manistee, Mich. { Seymour's Line	183	4.50	8.50	2.50
Manistique, Mich.—Goodrich Line	510	8.00	14.00	5.50
Manitowoc, Wis. { Goodrich West Shore Line	160	4.00	7.00	3.00
Manitowoc, Wis. { Northern Michigan Line	....	4.00	7.00	3.00
Marinette, Wis.—Goodrich Menominee Line	325	6.00	12.00	4.00
Marquette, Mich.—Lake Mich. & Lake Sup. Transp. Co.	610	14.00	25.00	6.00
Menekaune, Wis.—Goodrich Line	325	6.00	12.00	4.00
Menominee, Mich.—Goodrich Line	252	6.00	12.00	4.00
Milwaukee, Wis. { Goodrich's West Shore Line	90	2.00	3.50	1.50
Milwaukee, Wis. { Western Transit Co. (Freight only.)	....	.....	.....	.....
Milwaukee, Wis. { Anchor Line. (Freight only.)	....	.....	.....	.....
Milwaukee, Wis. { Union Steamboat Co. (Freight only.)	....	.....	.....	.....
Milwaukee, Wis. { Northern Michigan Line	....	2.00	3.50	.....
Milwaukee, Wis. { Lake Mich & Lake Sup. Transp. Co.	84	2.00	.....	.....
Montague, Mich.—Peter O'Connor's Line	140	3.00	5.00	.....
Montreal, Canada.—Merchant's Line	1600	22.00	38.00	11.00
Muskegon, Mich.—Goodrich's Line	127	3.00	5.00	2.50
Nahma, Mich.—Goodrich's Line	434	8.00	14.00	5.50
Northport, Mich. { Northern Michigan Line	325	6.50	12.00	3.50
Northport, Mich. { Seymour's Line	....	6.50	12.00	3.50
Norwood, Mich.—Northern Michigan Line	335	6.50	12.00	4.00
Old Mission, Mich.—Northern Michigan Line	370	6.50	12.00	4.00
Ogdensburg, N. Y.—Central Vermont Line	....	.....	.. ..	.....
Petosky, Mich. { Northern Michigan Line	332	7.00	13.00	4.00
Petosky, Mich. { Seymour's Line	362	7.00	13.00	4.00
Pierport, Mich.—Goodrich's, Ludington & Manistee Line.	220	5.00	10.00	4.00
Port Colborne, Ont.—Merchants Line	....	13.00	24.00	6.50
Port Huron, Mich.—Western Trans. Co. (Freight only.)	650	.....	.....	.....
Prescott, Canada.—Merchants Line	1313	18.00	34.00	19.00
Racine, Wis.—Goodrich's West Shore Line	60	1.50	2.50	1.00
Sarnia, Canada.—Merchants Line	650	9.00	16.00	4.50
Saugatuck, Mich.—Peter O'Connor's Line	90	1.50	2.50	.....
Sault Ste Marie, Mich.—Lake Mich. & Lake Sup. Tr. Co.	450	11.00	21.00	5.00
Sheboygan, Wis.—Goodrich's West Shore Line	140	3.50	6.00	2.50
Sister Bay, Wis.—Goodrich's Line	345	6.00	12.00	4.00
St. Catharines, Canada.—Merchants Line	700	13.00	24.00	6.50
St. Helena, Mich.—Northern Michigan Line	461	7.00	13.00	3.50
St. Ignace, Mich. { Northern Michigan Line	471	8.00	15.00	3.50
St. Ignace, Mich. { Lake Mich & Lake Sup. Transp. Co.	....	8.00	15.00	4.00
St. James, Mich.—Northern Michigan Line	320	7.00	13.00	4.00
St. Joseph, Mich.—Graham & Morton Transp. Co.	60	1.00	2.00	.50
Suttons Bay, Mich. { Northern Michigan Line	370	6.50	11.00	4.00
Suttons Bay, Mich. { Seymour's Grand Traverse Line.	....	6.50	11 00	4.00
South Haven Mich.—Peter O'Connor's Line	75	1.50	2.50	.75
Sturgeon Bay, Wis.—Goodrich's Menominee Line	227	6.00	12.00	4.00
Thompson, Mich.—Coodrich's Line	504	8.00	14.00	5.50
Torch Lake, Mich.—Northern Michigan Line	338	6.50	12.00	4.00
Toronto, Canada. Merchants Line	....	14.00	25.00	7.00
Traverse City, Mich. { Northern Michigan Line	350	6.50	12.00	4.00
Traverse City, Mich. { Seymour's Line	291	6.50	12.00	3.50
Two Creeks, Wis.—Goodrich's Menominee Line	187	5.00	10.00	4.00
Washburn, Wis.—Lake Mich. & Lake Sup. Transp. Co.	944	23.00	42.00	8.00
Washington Harbor, Wis.—Goodrich's Menominee Line.	385	6.00	12.00	4.00
Whitehall, Mich.—Peter O'Connor's Line	140	3.00	5.00	2.00
White Fish Point, Mich.—Lake Mich. & Lake Sup. Tr. Co.	....	11.00	21.00	5.00
Windsor, Canada.—Merchants Line	700	9.00	16.00	4.50

Ocean Steamship Ticket Rates.

Note.—The rates given in this table are via the direct steamship lines only, and are to all ports that said lines go to direct without transferring passengers, baggage and freight.

* denotes that the lines have no second cabin or second cabin rates to said ports.

Between what Seaports. Via what Steamship Lines.	FIRST CABIN RATES		2ND CABIN OR INTERMEDIATE.		STEERAGE RATES.		
	Outward Rates to Europe.	Excursion or Round Trip.	Outward Rates to Europe.	Excursion or Round Trip.	Outward Rates to Europe.	Prepaid Rates from Europe.	Excursion or Round Trip.
Baltimore and Bremen—Via North German Lloyd Line	$ 50 to 80	$100 to 150	$ *	$ *	$22.50	$21.00	$40.50
Baltimore and Hamburg—Via Hamburg American Packet Co.	.....	.....	*	*	22.50	21.00	40.50
Baltimore and Liverpool—Via Allan Line	65.00	120.00	30.00	60.00	20.00	20.00	40.00
Baltimore and Queenstown—Via Allan Line	40 to 80	80 to 110	*	*	20.00	20.00	40.00
Boston and Liverpool—Via Cunard Line	40 to 125	80 to 220	35.00	70.00	20.00	20.00	40.00
Boston and Queenstown—Via Cunard Line	80 & 100	144 & 180	35.00	70.00	20.00	20.00	40.00
Halifax and Liverpool—Via Allan Line	40 to 80	80 to 110	25.00	50.00	20.00	20.00	40.00
Halifax and Liverpool—Via Dominion Line	40 to 60	80 to 110	25.00	50.00	20.00	20.00	40.00
Montreal and Liverpool—Via Beaver Line	40 to 60	80 to 110	30.00	55.00	20.00	20.00	40.00
New York and Amsterdam—Via Rotterdam Line	45 & 50	85 & 95	32.00	60.00	20.00	19.00	36.00
New York and Antwerp—Via Red Star Line	50 to 80	95 to 144	35.00	65 & 72	21.50	20.00	38.50
New York and Belfast—Via State Line	35 & 40	65 & 75	*	*	19.00	19.00	38.00
New York and Bordeaux—Via Bordeaux Line	75.00	150.00	*	*	21.50	.....	.....
New York and Boulogne—Via Rotterdam Line	45 & 50	85 & 95	32.00	60.00	20.00	19.00	36.00
New York and Bremen—Via North German Lloyd Line	75 to 125	145 to 250	50.00	95 to 105	26.00	24.00	47.00
New York and Christiania—Via Thingvalla Line	70.00	135.00	50.00	95.00	21.00	26.00	47.00
New York and Christiansand—Via Thingvalla Line	70.00	135.00	50.00	95.00	21.00	26.00	47.00
New York and Copenhagen—Via Thingvalla Line	70.00	135.00	50.00	95.00	21.00	26.00	47.00
New York and Copenhagen—Via Baltic Line	42.00	84.00	.....	.....	22.00	21.00	40.00
New York and Genoa—Via Anchor Line	100.00	180.00	.....	.....	30.00	28.00	55.00
New York and Genoa—Via Florio-Rubattino Line	.....	.....	.....	.....	30.00	25.00	56.00
New York and Gibraltar—Via Anchor Line	80 to 100	144 to 180	.....	.....	28.00	24.00	50.00
New York and Gibraltar—Via Florio-Rubattino Line	.....	.....	.....	.....	28.00	23.00	50.00
New York and Glasgow—Via Anchor Line	50 & 60	90 to 110	30.00	55.00	20.00	20.00	40.00
New York and Glasgow—Via State Line	35 & 40	65 & 75	*	*	19.00	19.00	38.00
New York and Hamburg—Via Hamburg American Packet Co.	50, 60	100, 115	.....	.....	.....	.....	.....
" " " Regular service	& 75	& 140	50.00	95.00	23.00	21.50	41.50
" " " Express service	75 to 100	142 to 190	50.00	95.00	26.00	24.00	47.00

Note.—The rates given in this table are via the direct steamship lines only, and are to all ports that said lines go to direct without transferring passengers, baggage and freight.

* denotes that the lines have no second cabin or second cabin rates to said ports.

Between what Seaports. Via what Steamship Lines.	FIRST CABIN RATES		2ND CABIN OR INTERMEDIATE.		STEERAGE RATES.		
	Outward Rates to Europe.	Excursion or Round Trip.	Outward Rates to Europe.	Excursion or Round Trip.	Outward Rates to Europe.	Prepaid Rates from Europe.	Excursion or Round Trip.
New York and Hamburg—Via Union Direct Hamburg Line	$.....	$.....	$ *	$ *	$22.00	$20.50	$39.50
New York and Havre—Via Compagnie Gen'l Trans-Atlantique	80 to 120	144 to 216	60.00	108.00	26.00	24.00	47.00
New York and Hull—Via Wilson Line	40.00	75.00	.....	.....	.....	.....	.....
New York and Leghorn—Via Anchor Line	100.00	180.00	.....	.....	30.00	25.00	55.00
New York and Leghorn—Via Florio-Rubattino Line	.....	.....	.....	.....	30.00	25.00	55.00
New York and Liverpool—Via Cunard Line	60 to 125	120 to 220	35.00	70.00	20.00	20.00	40.00
New York and Liverpool—Via Guion Line	50 to 100	100 to 180	30 & 35	60 & 65	18 & 20	20.00	40.00
New York and Liverpool—Via Inman Line	60 to 100	110 to 180	35 & 40	70 & 75	20.00	20.00	40.00
New York and Liverpool—Via National Line	40 to 60	80 & 110	28.00	55.00	18.00	18.00	.....
New York and Liverpool—Via White Star Line	50 to 125	90 to 180	40.00	75.00	20.00	23.00	42.00
New York and London—Via Wilson Line	45 00	80.00	30.00	60.00	18.00	18.00	36.00
New York and Londonderry—Via Anchor Line	50 to 100	100 to 180	30.00	55.00	19.00	19.00	38.00
New York and Londonderry—Via Allan Line	35 & 45	65 & 85	*	*	19.00	19.00	38.00
New York and Marseilles —Via Florio-Rubattino Line	.....	.....	.....	.....	28.00	25.00	53.00
New York and Marseilles—Via Fabre Line	65.00	130.00	*	*	28.00	28.00	50.00
New York and Messina—Via Anchor Line	100.00	180.00	.....	.....	34.00	25.00	59.00
New York and Messina—Via Florio-Rubattino Line	.....	.....	.....	.....	34.00	25.00	59.00
New York and Naples—Via Anchor Line	100.00	180.00	.....	.....	30.00	23.00	53.00
New York and Naples—Via Florio-Rubattino Line	.....	.....	.....	.....	30.00	23.00	52.00
New York and Palermo—Via Anchor Line	100.00	180.00	.....	.....	34.00	25.00	59.00
New York and Palermo—Via Florio-Rubattino Line	.....	.....	.....	.....	34.00	25.00	59.00
New York and Queenstown—Via Cunard Line	60 to 125	120 to 220	35.00	70.00	20.00	20.00	40.00
New York and Queenstown—Via Guion Line	50 to 100	100 to 180	30 & 35	60 & 65	18 & 20	20.00	40.00
New York and Queenstown—Via Inman Line	60 to 100	110 to 180	35 & 40	70 & 75	20.00	20.00	40.00
New York and Queenstown—Via National Line	.....	.....	.....	.....	.....	18.00	.....
New York and Queenstown—Via White Star Line	50 to 100	100 to 144	40.00	75.00	20.00	23.00	42.00
New York and Rotterdam—Via Rotterdam Line	45 & 50	85 & 95	32.00	60.00	20.00	19.00	36.00
New York and Stettin—Via Baltic Line	.....	.....	.....	.....	21.00	20.00	38.00
New York and Southampton—Via North German Lloyd Line	100 to 175	185 to 355	50 & 60	95 & 115	26.00	24.00	47.00
New York and Southampton—Via Hamburg American Packet Co.	100 to 150	200 to 300	60.00	108.00	26.00	24.00	47.00
New York and Stockholm—Via Thingvalla Line	.....	.....	.....	.....	24.00	29.00	53.00

Note.—The rates given in this table are via the direct steamship lines only, and are to all ports that said lines go to direct without transferring passengers, baggage and freight.

* denotes that the lines have no second cabin or second cabin rates to said ports.

Between what Seaports. Via what Steamship Lines.	FIRST CABIN RATES		2ND CABIN OR INTERMEDIATE.		STEERAGE RATES.		
	Outward Rates to Europe.	Excursion or Round Trip.	Outward Rates to Europe.	Excursion or Round Trip.	Outward Rates to Europe.	Prepaid Rates from Europe.	Excursion or Round Trip.
New York and Triest—Via Anchor Line	$.....	$.....	$.....	$.....	$35.00	$28.00	$63.00
Philadelphia and Antwerp—Via Red Star Line	.....	.....	40 & 45	67 to 81	20.00	19.00	36.00
Philadelphia and Liverpool—Via American Line	50 to 90	100 to 160	30.00	55.00	19.00	19.00	38.00
Philadelphia and Queenstown Via American Line	50 to 90	100 to 160	30.00	55.00	19.00	19.00	38.00

Ocean Fares for Children.

Between 1 and 12 years half fare, by all lines.

Infants: By all English lines—To Europe, free; from Europe $3.00.

Infants to all Continental sea ports by all Continental Conference Lines, $2.00 each way; round trip $4.00.

Important Information for Ocean Passengers.

Cabin passengers are allowed 20 cubic feet for luggage (about half a ton measure), and steerage passengers are allowed about 10 cubic feet for luggage. Cabin passengers are provided with bedding, eating utensils, etc., and first class board during the Ocean voyage, also medical attendance and medicines in case of need. No extra charge is made for attendant's services.

Passengers in the first cabin have all the same privileges in the saloon, the difference in the accomodations being the sleeping apartments, the higher priced ones being larger, lighter and having berths for only two persons, and situated in the most favorable portion of the ship, where the rocking is felt the least, while at the cheaper rate the passengers are as a rule four in a room, not so favorably located, but comfortable.

The second class passengers are also provided with all requisites for the trip, and have comfortable quarters, of course not as fine as the first cabin's but the accomodations on the whole are excellent, and quite satisfactory to passengers who desire to travel respectably and yet inexpensively. On most steamers the second cabin is adjoining the first.

TOTAL POPULATION OF THE CITY OF CHICAGO.

From its Incorporation in 1837, to May, 1890.

MAYOR.	YEAR	CENSUS TAKEN BY	Population	Total under 21 years of age
William B. Ogden	July, 1837.	City.	4,170	.....
Alexander Lloyd	July. 1840.	United States.	4,479	.....
Augustus Garrett	July, 1843.	City.	7,580	.....
Augustus Garrett	July, 1845.	State.	12,088	.....
John P. Chapin	Sept., 1846.	City.	14,169	.....
James Curtiss	Oct., 1847.	City.	16,859	.....
James H. Woodworth	Sept., 1848.	City.	20,023	.....
James H. Woodworth	Aug., 1849.	City.	23,047	.....
James Curtiss	Aug., 1850.	United States.	29,963	.....
Charles M. Gray	Dec., 1853.	City.	59,130	.....
Levi D. Boone	June, 1855.	State.	80,000	.....
Thomas Dwyer	Aug., 1856.	City.	84,113	.....
John Wentworth	Aug., 1860.	United States.	109,206	.....
Francis C. Sherman	Oct., 1862.	City.	138,186	.....
Francis C. Sherman	Oct., 1864.	City.	169,353	.....
John B. Rice	Oct., 1865.	State.	178,492	.....
John B. Rice	Oct., 1866.	City.	200,418	.....
John B. Rice	Oct., 1868.	City.	252,054	.....
Roswell B. Mason	Aug., 1870.	United States.	306,605	.....
Joseph Medill	Oct., 1872.	City.	367,396	153,334
Harvey D. Colvin	Oct., 1874.	City.	395.408	174,549
Monroe Heath	Oct., 1876.	City.	407,661	184,499
Monroe Heath	Oct., 1878.	City.	436,731	201,709
Carter H. Harrison	June, 1880.	City.	491,516	219,622
Carter H. Harrison	June, 1882.	City.	560,693	241,693
Carter H. Harrison	May, 1884.	City.	629,985	263,111
Carter H. Harrison	May, 1886.	City.	703,817	288,202
John A Roche	May, 1888.	City.	802,651	322,454
DeWitt C. Cregier	May, 1890.	City.	1,208,669	473,234

POPULATION OF THE CITY BY DIVISIONS.

From December, 1853, to May, 1890.

YEAR.	South Division	West Division	North Division	Total Population
December, 1853	26,592	14,679	17,859	59,130
August, 1856	30,339	28,250	25,524	84,113
October, 1862	45,470	57,193	35,523	138,186
October, 1864	56,955	73,475	38,923	169,353
October, 1866	58,755	90,739	50,924	200,418
October, 1868	71,073	118,435	62,546	252,054
August, 1870	86,471	149,780	70,354	306,605
October, 1872	88,496	214,344	64,556	367,396
October, 1874	96,771	220,874	77,763	395,408
October, 1876	104,768	222,545	80,348	407,661
October, 1878	111,116	237,606	88,009	436,731
June, 1880	122,032	269,971	99,513	491,516
June, 1882	135,648	312,687	112,358	560,693
May, 1884	149,564	351,931	128,490	629,985
May, 1886	172,379	392,905	138,533	703,817
May, 1888	194,164	454,267	154,220	802,651
May, 1890	413,922	555.983	238,764	1,208,669

EXTRACTS FROM

TABLE OF TRADES AND OCCUPATIONS, 1890.

RETAIL, PROFESSIONS.

Trade or Occupation.	Firms.	Males.	Females
Bakeries	623	1,595	790
Barber shops and baths	1,105	2,850	250
Blacksmiths	208	775	....
Boarding houses	900	1,250	1,850
Booksellers and stationers	123	365	155
Boots and Shoes	1,140	2,550	450
China, crockery and glassware	116	310	125
Cigars, makers and retailers	1,310	2,650	525
Clothing, makers and retailers	1,750	4,550	1,975
Coal and wood	740	2,330	....
Confectionery and fruit	793	895	1,250
Dentists	390	425	50
Dressmakers	1,650	....	1,975
Druggists	565	1,695	....
Dry goods and notions	873	6,500	8,500
Florists and nurseries	102	150	195
Flour and feed	271	950	75
Furniture	296	1,950	275
Gents' furnishing goods	201	510	110
Grocers	3,180	9,550	2,550
Hardware, stoves and tinware	400	1,225	195
Harness	165	495	15
Horseshoers	255	765	....
Jewelers and watchmakers	350	725	50
Laundries	750	1,050	2,150
Meat markets	1,550	3,510	550
Milk depots and dealers	955	1,250	350
Millinery	300	95	695
Musical instruments	70	275	25
Photographers and artists	380	500	200
Restaurants	570	2,950	1,810
Saloons	5,650	17,050	3,900
Teaming	....	6,000	....
Architects	300	925	40
Lawyers	....	2,200	450
Physicians	....	1,650	150
Midwives and nurses	....	....	650
Music teachers	....	350	250
Peddlers	....	3,800	....
Teachers in private schools	....	650	1,250
In churches and benevolent institutions	....	1,500	500
Municipal and government officers and employes	....	6,500	3,500

WHOLESALE AND MANUFACTORIES.

Bakeries, manufacturing and wholesale	139	1,422	421
Billiard tables	6	725	22
Banks	85	1,229	14
Boilermakers and supplies	31	970	2
Bolts	11	895	1
Bookbinders	24	519	442
Booksellers and stationers	119	764	185

WHOLESALE AND MANUFACTURING—*Continued.*

Trade or Occupation.	Firms.	Males.	Females
Boots and shoes, manufacturing and wholesale	110	1,821	700
Boxes (paper)	13	220	498
Boxes (wood)	9	887	3
Brass founders and finishers	21	1,975	59
Breweries and branch depots	36	1,777	11
Brick, lime, cement and drain pipes	85	2,500	28
Bridge and car builders	12	5,817	104
Builders and contractors	1,460	22,500	185
Carriages and wagons	145	1,598	43
Cigars, manufacturing and wholesale	197	1,597	369
Cloaks and ladies' wear, manufacturing	30	700	1,850
Clothing, manufacturing and wholesale	475	3,850	7,750
Coal and wood	155	1,250	15
Commission merchants	785	3,800	410
Confectioners, manufacturing and wholesale	12	635	408
Coopers	32	721	3
Cornices	35	405	....
Distillers and rectifiers	17	475	4
Drugs and dye stuffs, manufacturing and wholesale	71	775	175
Dry goods and notions	130	4,500	595
Engravers	82	650	50
Express companies	6	1,325	....
Feather dusters and feathers	30	450	200
Fish and oysters, wholesale	60	450	150
Foundries	65	6,300	10
Freighting (marine)	251	4,500	80
Furniture, manufacturing and wholesale	225	7,500	122
Gas works	5	950	....
Gents' furnishing goods, manufacturing	105	1,250	1,550
Glucose	1	900	....
Glue and fertilizers	13	996	51
Groceries	100	2,500	350
Hardware and cutlery, wholesale	38	1,572	36
Hats, caps and furs, wholesale	42	470	87
Hides, tallow and wool	50	425	8
Hosiery	35	125	575
Hotels and grand restaurants	80	2,208	1,823
Ice dealers	31	775	5
Insurance	150	1,250	250
Iron works	66	9,883	....
Jewelers and watchmakers, manufacturing and wholesale	67	1,063	105
Lithographers	26	507	70
Livery stables	302	1,850	50
Lumber	250	5,575	30
Machinists and machinery	215	7,735	249
Marble and stone	99	1,296	10
Millinery and straw goods	25	650	450
Music and musical instruments	17	1,113	34
Packing and slaughtering houses	52	24,004	805
Painters	650	2,117	72
Paints, oils and glass	97	1,131	69
Picture frames and mouldings	101	1,250	150
Paving	7	689	2
Planing mills	55	2,850	....
Plumbers and gasfitters	325	1,950	....
Printers and publishers	900	10,004	1,606
Railroads, steam	100	31,500	....
Railroads, street	3	6,500	....
Sash, doors and blinds	34	1,874	14

WHOLESALE AND MANUFACTURING—*Continued.*

Trade or Occupation.	Firms.	Males.	Females
Sewing machines and attachments	96	655	154
Soap	14	784	93
Stoves, manufacturing and wholesale	31	902	15
Tanners and curriers	20	1,069	....
Teaming, cabs and omnibus lines	300	1,500	....
Telegraph and telephone companies	7	2,250	750
Terra cotta	5	676	....
Theatres, panoramas, museums	35	500	250
Tobacco, smoking, chewing and leaf	40	365	261
Trunks	20	380	4
Type and type foundries	9	525	175
Vinegar	22	249	14
Wall paper and window shades	74	474	27
Willow and woodenware	20	673	116
Wines and liquors, wholesale	43	329	1
Wire goods	15	496	26

SAMPLES OF THE LARGE ESTABLISHMENTS.

		Males.	Females
Pullman Car Works		3,912	104
Dry Goods, wholesale	Marshall Field & Co	1,450	10
Foundries	Wabansia av	1,400	....
Machinery	2-16 Fullerton av	2,600	....
"	McCormick Harvesting Co	1,400	....
Railroad Companies	Chicago and Northwestern	5,004	76
" "	Chic., Milw. and St. Paul	3,000	....
" "	Illinois Central	2,820	30
" "	Chicago, R. I. and Pacific	2,400	....
" "	Lake Shore and Mich. So	1,105	....
" "	Chicago, Burlington & Quincy	1,140	25
" "	Pennsylvania Co	1,740	25
Rolling Mills	South Chicago	5,025	....
"	Wabansia av	1,400	....
"	Ashland av. and 31st st	2,500	....
Western Union Tel. Co	La Salle and Washington sts	1,040	155
Packers of Beef and Pork	Armour & Co	6,500	275
" " "	Swift & Co	3,400	20
" " "	N. Morris & Co	3,000	100
" " "	Fowler Bros	1,400	15
" " "	Libby, McNeil and Libby	1,200	210
" " "	International Packing Co	1,000	....
South Side Street Railway Co		2,300	....
West Side Street Railway Co		2,500	....
North Side Street Railway Co		1,200	....
Dry goods & gen'l supplies, retail	E. J. Lehman & Co	600	900
" " "	M. Field & Co	1,200	800
" " "	Boston Store	350	1,000
" " "	Mandel Bros	300	500
" " "	Chas. Gossage & Co	350	350
" " "	Siegel, Cooper & Co	300	400
" " "	Schlesinger & Meyer	250	310
" " "	J. H. Walker & Co	200	225
" " "	The Leader	180	250
" " "	Frank Bros	110	210
" " "	Bauland, Morgenthau & Co	60	200
" " "	Fish, Joseph & Co	135	150
" " "	E. Lloyd	25	125

THE GROWTH OF CHICAGO IN THE LAST DECADE.

(Population in 1829: 7 inhabitants.)

	In 1880.	In 1890.
Population (school census)	491,516	1,208,669
Buildings erected	1,342	10,947
Frontage of same in feet	42,603	255,205
Frontage of same in miles	8½	48½
Cost of buildings erected	$8,206,550	$47,407,149
Public schools	73	207
Public schools, teachers	869	2,800
Public schools, pupils	59,562	127,634
Academies and Seminaries	142	341
Academies and Seminaries, teachers	654	1,854
Academies and Seminaries, pupils	28,635	65,016
Banks	37	79
Railroads entering city	15	26
Daily suburban trains	128	670
Daily passenger trains (including sub.)	260	940
Churches	187	317
Street railroad, miles of track	140	387
Street railroad, number of horses employed	2,450	9,051
Street railroad, number of cars used	650	2,907
Street railroad, miles of cable	....	65
Theatres	10	24
Hotels	140	267
Names in City Directory	148,230	362,750
Pages in City Directory	1,098	2,253
Fire Dept., steam fire engines	34	69
Fire Dept., other fire appliances	46	132
Fire Dept., men employed	369	917
Fire Dept., horses employed	163	387
Fire Dept., fire alarm boxes	486	793
Fire Dept., miles of fire hose	7⅓	23½
Police Dept., men employed	473	1,870
Police Dept., precincts	14	34
Total buildings erected since the fire		55,579
Frontage of same in feet		1,345,680
Cost of same		$255,383,928

STREET RAILWAYS.

1) SOUTH SIDE SYSTEM.

a) CENTRAL LINES.

☞ RUNNING TIME given is ALWAYS RECKONED from Starting Point to last point mentioned.

☞ **NIGHT CARS:** The time given is usually slightly altered on Saturday and Sunday nights, and in all instances subject to frequent changes.

---

1. State and Thirty-Ninth Sts. Cable Line.
Car every 1 to 2½ minutes.

From State and Madison Sts. to Thirty-Ninth and State Sts.

CAR: *Light-Red; dark red dash.* LIGHT: *Ruby. White lantern on grip car.*

To State and 12th sts. 8 minutes; State and 22nd sts. 16 minutes; State and 31st sts. 23 minutes; State and 39th sts. 30 minutes.

Return by same route to Madison st.; thence east on Madison st. to Wabash Ave.; north on Wabash Ave. to Lake st.; west on Lake to State st; south on State to Madison st. Last day car leaves Madison st. at 12:26 a. m. Last day car leaves Thirty-ninth st. at 11:53 p. m. NIGHT CARS leave 39th street GOING NORTH, 11:53, 12:08, 12:26, 12:44, 1.02, 1:20, 1:38, 1:56, 2:14, 2:32, 2:50, 3:08, 3:26, 3:44, 4:02, 4:20, 4:38.

Leave Madison street GOING SOUTH, 12:30, 12:48, 1:06, 1:24, 1:42, 2:00, 2:18, 2:36, 2:54, 3:12, 3:30, 3:48, 4:06, 4:24, 4:42, 5:00, 5:18.

---

2. State and Sixty-Third Street. (Englewood Cable Line.)
Car every 1 to 2½ minutes.

From State and Lake sts. to Sixty-Third and State sts.

CAR: *Light-Red; dark red dash.* LIGHT: *Ruby, green lantern on grip car.* SIGN: "*To 63rd.*"

To State and 39th sts. same as line 1; State and 51st st. 38 minutes; State and 63rd sts. 46 minutes.

Return by same route to Lake street, as line 1. NIGHT CARS leave 63rd st. GOING NORTH, 12:30, 1:30, 2:30, 3:30, 4:30. Additional Sunday 5:30.

Leave 39th st. GOING SOUTH, 1:00, 2:00, 3:00, 4:00, 5:00. Additional Sunday 6:00.

---

3. Wabash Ave. and Cottage Grove Ave. Cable Line.
Car every 1 to 2½ minutes.

From Wabash Ave. and Madison St. to 39th and Cottage Grove Ave.

CAR: *Blue; dark blue dash.* LIGHT: *Blue.*

To Wabash ave. and 12th st. 8 minutes; Cottage Grove avenue and 22nd st. 18 min.; Cottage Grove ave. and 31st st. 26 min.; Cottage Grove ave. and 39th st. 33 min.

Return by same route to Madison st.; thence north on Wabash ave. to Lake st.; west on Lake to State st.; south on State to Madison st.; east on Madison to Wabash ave. Last day car leaves Madison st. at 12:20 a. m. NIGHT CARS leave 39th street GOING NORTH, 11:50, 12:24, 12:58, 1:32, 2:06, 2:40, 3:14, 3:48. 4:22. Additional Sunday 4:56, 5:40.

Leave Madison street GOING SOUTH, 12:40, 1:14, 1:48, 2:22, 2:56, 3:30, 4:04, 4:38, 5:12. Additional Sunday 5.46, 6.30.

---

4. Oakwoods Cable Line.

Car every 1 to 2½ minutes.

From State and Lake sts. to 71st st. (Oakwood Cemetery.)

SIGN: "*To 71st*". LIGHT: *Red lantern in grip car.*

To State and 39th st. same as line 3; Cottage Grove ave. and 51st st. 41 min.; Cottage Grove ave. and 71st st. 55 min.

Return same as route 3. NIGHT CARS leave 39th street GOING SOUTH, 12.10, 1.30, 2.50, 4.10.

Leave 71st street GOING NORTH, 12.50, 2.10, 3.30, 4.50.

---

5. Hyde Park Cable Line.

Car every 1 to 2½ minutes.

From State and Lake sts. to 55th and Lake Avenue.

(Jackson Park.)

CAR: *Dark blue dash.* LIGHT: *Blue; white lantern in grip car.*

To Cottage Grove ave. and 39th st. same as line 3; Cottage Grove ave. and 55th st. 45 min.; Cottage Grove and Lake aves. 53 min.

NIGHT CARS leave 39th street GOING SOUTH at 12.50, 2.10, 3.30.

Leave Lake avenue and 56th street GOING NORTH, 1.35, 2.55, 4.15.

---

6. Indiana Avenue Cable and Horse Line.

Car every 3 – 5 minutes.

From Wabash ave. and Madison st. to 39th and Indiana ave.

CAR: *Green; dark green dash.* LIGHT: *Green.*

To Wabash avenue and 18th street by cable same as line 3; from here by horse power to Indiana ave. and 22nd st. 19 min.; Indiana ave. and 31st st. 29 min; Indiana ave. and 39th st. 39 min.

Return by same route to Madison st., thence same as line 3. Last car leaves Madison street GOING SOUTH, 12.10 p. m. Sunday 12.00 p. m.

Last car leaves 39th st. GOING NORTH, 11.36 p. m. Sunday 11.20 p. m.

---

7. Archer Avenue Cable and Horse Line.

Car every 3 minutes to Pitney Ave.

Car every 9 – 12 minutes to Kedzie Ave,

From State and Madison sts. to Archer ave. and Kedzie ave.

CAR: *Yellow; dark yellow dash.* LIGHT: *White.*

To State and 19th by cable 14 minutes; from here by horse power to Archer ave. and Halsted st. 26 min.; Archer ave. and Ashland ave. 38 min.; Archer ave. and Western ave. 50 minutes; to Archer and Kedzie avenues 62 minutes.

Return by same route to Madison st.; thence same as line 3. Last day car leaves Madison and State sts. at 12:06 a. m. NIGHT CARS leave the river going east connecting with State st. cars at 19th st. at 12.22, 1.18, 2.12, 3.06, 4.00, 4.54.

Leave State and 19th sts. GOING WEST at 12.48, 1.42, 2.36, 3.30, 4.24, 5.44.

8. Clark and Van Buren Street Horse Line.

Car every 6 minutes.

From Clark and Washington sts. to Van Buren st. and Wabash avenue.

CAR: *Drab; dark drab dash.* LIGHT: *Orange.*

To Clark and Van Buren sts. 6 min.; Wabash avenue and Van Buren st. 10 minutes.

Return by same route. Last day car leaves Clark and Washington sts. at 10:24 p. m. Sunday 8:24 p. m.

9. Wallace, Hanover and Butler Sts. Cable and Horse Line.

Car every 10 minutes

From State and Madison sts. to Wallace and 39th sts.

CAR: *Green body and dash.* LIGHT: *Green.*

To State and Archer ave. by cable 14 min.; then by horse power to Archer ave. and Hanover 20 min.; south on Hanover st. to 30th st. 27 min.; west on 30th to Butler st. 28 min.; south on Butler to 39th street 40 minutes.

Return by same route to Madison st.; thence same as line 3. Last day car leaves State and Madison sts. at 11:43 p. m.

10. Wentworth Ave. and Thirty-Ninth Street Horse Line.

Car every 6 minutes.

From Washington and Clark to Wentworth ave. and 39th st.

CAR: *Amber body and dash.* LIGHT: *Orange.*

To Clark and 12th sts. 12 min.; Clark st. and Archer avenue 21 min.; Archer avenue and Wenthworth avenue 23 min.; Wentworth avenue and 39th street 44 minutes.

Return by same route to Clark and Washington sts. Last day car leaves Clark and Washington at 11:44 p. m. Sunday 11:50 p. m.

11. Wentworth Avenue and Seventy-Ninth Street Cable and Horse Line. (Auburn Park.)

Car every 8–12 minutes.

From State and Madison sts. to Seventy-Ninth and Halsted sts.

CAR: *Wine colored body.* LIGHT: *Orange.*

From State and Madison sts. to State and 63rd sts. same as line 2: 46 minutes; to 63rd st. and Wentworth ave. 49 min.; to Wentworth ave. and 69th st. 57 minutes; to Vincennes Road and 73rd st. 62 minutes; to 79th and Halsted sts. 75 minutes.

Last car from Madison st. South 12:06 a. m.

b) CROSS-TOWN AND SUBURBAN LINES.

12. Twenty-Second Street Horse Line.

Car every 24 minutes.

From Cottage Grove ave. and 22nd st. to the river 12 minutes.

Last car from the river East 7:12 p. m.

13. Halsted Street Horse Line.

Car every 3 to 6 minutes.

From Halsted and O'Neil sts. to Halsted and 39th sts.

CAR: *Yellow body; dark yellow dash.* LIGHT: *Ruby.*

From Halsted and O'Neil sts. south on Halsted st. to Archer ave. 2 min; to Halsted and 31st 10 min; to Halsted and 39th 23 min.

Last car leaves Archer ave. and Halsted st. at 12.30 a. m. NIGHT CARS every 60 minutes beginning at 1.00 a. m.

14. Twenty-Sixth St. Horse Line.

Car every 8–14 minutes.

From Cottage Grove ave. and 26th st. to Halsted and 26th. streets 18 minutes.

Last car West from Cottage Grove ave. at 11:24 p. m.

---

15. Thirty-First st. and Brighton Park Horse Line.

Car every 9–12 minutes.

From 31st st. and the lake to 31st st. and the river.

CAR: *Red body; dark red dash.* LIGHT: *Green.*

From 31st st. and the lake to 31st and State sts. 12 min.; to 31st and Halsted st. 27 min.; to 31st st. and the river 38 min.

Last car leaves 31st st. and the lake at 11.36 p. m.

---

16. Ashland Avenue Horse Line.

Car every 12–15 minutes.

From Archer and Ashland aves. to 69th. and Ashland ave.

CAR: *Red body and dash.* LIGHT: *Ruby.*

From Archer and Ashland aves. to 39th and Ashland ave. 12 min.; to Ashland ave. and 47th st. 26 min.; to Ashland ave. and Garfield Boul. 38 minutes; to Ashland avenue and 63rd st. 50 minutes; to Ashland avenue and 69th street 62 minutes.

Last day car leaves Archer and Ashland aves. at 11.45 p. m.

---

17. Thirty-Fifth and Ullman St. Horse Line:

Car every 12 minutes.

From State and 35th streets via 35th to Ullman street 19 minutes; North on Ullman to 31st st. 25 minutes.

Last car from State st. West 11:16 p. m.

---

18. Thirty-Fifth Street and Stanton Avenue Horse Line.

Car every 9 minutes.

From Cottage Grove ave. and 35th street to Stanton ave. and Thirty-Ninth street.

CAR: *Green body and dash.* LIGHT: *Green.*

From Cottage Grove avenue and 35th street west to Stanton avenue 3 minutes; Stanton avenue south to 39th street 6 minutes.

Last day car leaves Cottage Grove avenue and 35th street at 7.48 p. m.

---

19. South Park Horse Line.

Car every 17 minutes.

From Indiana avenue and 39th street to Washington Park.

CAR: *Green body; dark green dash.* LIGHT: *Green.*

From Indiana ave. and 39th st. to 47th st. 13 minutes; to Indiana ave. and 51st st. 18 minutes; to Washington Park 21 minutes.

Last day car leaves Indiana ave. and 39th st. at 9:04 p. m.

---

20. Thirty-Ninth Street and Stock Yards Horse Line.

Car every 6–8 minutes.

From Cottage Grove ave. and 39th street to Stock Yards.

CAR: *Blue body; dark blue dash.* LIGHT: *Blue.*

From Cottage Grove ave. and 39th to State st. 13 minutes; to Wentworth ave. and Root st. 20 minutes; to Stock Yards 30 minutes.

Last day car leaves Cottage Grove avenue and 39th street at 12:00 p. m.

21. Halsted St. Town of Lake Horse Line.

Car every 7–10 minutes.

CAR: *Yellow body, dark yellow dash.* LIGHT: *Ruby.*

From Halsted and 40th sts. to Halsted and 69th sts. 40 min.

Last car South from 40th st. 12:02 a. m. Sunday 11:48 p. m.

---

22. Forty-Third Street Horse Line.

Car every 5–10 minutes.

From the Illinois Central tracks to Stock Yards.

CAR: *Blue body.*

From Illinois Central tracks to Cottage Grove avenue 8 minutes; to Grand Boulevard and 43rd 14 min.; to State and 43rd 21 min; to Root st. and Wenthworth ave. 27 min; to Stock Yards 39 min.

Last car West 11:40 p. m.

---

23. Forty-Seventh Street Horse Line.

Car every 10 minutes.

From State and Forty-Seventh street to Ashland avenue.

CAR: *Red body and dash.* LIGHT: *Red.*

From State and 47th sts. to Halsted st. 14 min; to Ashland ave. 27 min.

Last car leaves State street at 11:46 p. m. Sundays 11:30 p. m.

---

24. Fifty-First St. Horse Line.

Car every 17 minutes.

From State and Fifty-First sts. to Washington Park in 8 min.

---

25. Sixty-First and Sixty-Third Sts. (East) Horse Line.

Car every 12 minutes.

From State and 61st sts. to 63rd st. and Illinois Central tracks.

CAR: *Yellow body.* LIGHT: *Green.*

From State and 61st sts. to Cottage Grove ave. and 61st st. 12 min.; to 63rd st. 15 min.; to Illinois Central tracks 22 min.

Last car East from State st. 11:00 p. m.

---

26. Wentworth Ave. and Sixty-Third Street Line.

Car every 12 minutes,

From State and 39th street to Wentworth ave. and 63rd street.

CAR: *Wine colored body.* LIGHT: *Orange.*

From State and 39th sts. to Wentworth ave. and 39th st. 3 min.; then to Wentworth avenue and 63rd street 36 minutes.

Last car South from 39th st. 11:24 p. m.

---

27. Sixty-Ninth St. Horse Line

Car every 9–18 minutes.

From State and 64th sts to 69th and Cooper sts.

From State and 64th sts. to State and 69th sts 7 min.; to Halsted st. 20 min.; to Ashland ave. 30 min.; to Cooper and 69th streets 37 minutes.

Last car from State and 64th sts. South 11:21 p. m.

WEST SIDE.

1. Lake Street Horse Line.

Car every 4–8 minutes.

From State and Randolph sts. to W. Lake and W. 40th street.

Yellow car.—Yellow light.

From State and Lake sts. to Lake st. bridge 7 min.; to Halsted st. 12 min.; to Ann st. 17 min.; to Ashland ave 22 min.; to Robey st. 27 min.; to Western ave. 32 min.; to Albany ave. 40 min.; to W. 40th st. 50 minutes. Return by same route.

Last car leaves W. 40th st. 11:18 p. m.—State and Lake sts. 12:10 a. m.

2. Randolph Street Horse Line.

Car every 3–6 minutes.

From State and Randolph to Western avenue and Lake street.

Yellow car.—Red light.

From State and Randolph sts. west to bridge 7 min.; to Halsted st. 12 min.; to Ann st. 17 min.; to Bryan Place (Union Park) 20 min.; northwest on Bryan Place to Lake st., west on Lake st. to Ashland ave. 22 min.; to Robey st. 27 min.; to Western avenue 32 minutes.

Last car leaves Western ave. 11:24 p. m.—State and Randolph 11:57 p. m.

3. Madison Street Cable Line.

Car every 1½–3 minutes.

From La Salle and Madison sts. to W. Madison and 40th sts.

Yellow car.—Red light.

From La Salle and Madison sts. to La Salle and Randolph st., west to 5th ave. and south on 5th ave. to Washington st. 4 minutes; west on Washington st. through tunnel to Jefferson st. 7 min.; south on Jefferson st. to Madison, to W. Madison and Halsted sts. 10 min.; to Ashland ave. 17 min.; to Rockwell st. 26 min.; to W. 40th st. 35 min.

Last car leaves W. 40th st. 12:00 a. m.—Madison and La Salle 12:35 a. m.

4. Madison Street Horse Line. (Night Cars.)

Car every 20 minutes.

From State and Washington sts. to Madison and 40th sts.

Yellow car.—Red light.

From State and Washington sts. south on State st. to Madison st., west on Madison st. to Canal st. 9 min.; to Halsted st. 13 min.; to Centre ave. 16 min.; to Ashland ave. 22 min.; to Robey st. 27 min.; to Western ave. 33 min. to 40th st. 55 min.

Cars leave State and Washington sts. from 12:30 a. m. every 20 minutes.

5. Harrison and Washington Street Horse Line.

Car every 4–8 minutes.

From Michigan avenue and Washington street to Harrison street and Western avenue.

Green Sign.— Green light.

From State and Washington streets South to Madison street and 5th ave. 7 min.; West to Franklin, South to Adams, West to Desplaines and Adams 16 min.; West to Centre ave., South on Centre ave. to Harrison st. 25 min.; West on Harrison st. to Ashland ave. 30 min.; to Western ave. 40 minutes.

Last car leaves Western ave. 11:10 p. m.—State and Washington sts. 11:52 p. m.

6. Ogden Avenue Cable and Horse Line.

Car every 2–4 minutes.

From La Salle and Madison sts. to Ogden and Millard aves.

Green car.—Yellow light.

From La Salle and Madison sts., same as Madison st. line to Ogden ave. 17 min.; southwest to Ogden ave. and Harrison st. 24 min.; to Ogden ave. and W. 12th st. 32 min.; to Millard and Ogden avenues 52 minutes.

Last car leaves Western ave. 11:36 p. m.—La Salle and Madison sts. 12:38 a.m.

7. Harrison and Adams Street Line.

Car every 4–8 minutes.

From Michigan ave. and Washington street to Harrison street and Western avenue.

Red sign.—Red light.

From Michigan ave. and Washington st., south to Adams st., west on Adams st. to Halsted sts. 12 min.; to Adams st. and Centre ave. 18 min.; to Harrison st. and Centre ave. 23 min.; to Harrison street and Western avenue 40 minutes.

Last car leaves Western avenue 11.18 p. m.—Michigan ave. and Washington street 12.00 a. m.

8. Centre Avenue and Adams Street Line.

Car every 8 minutes.

From Michigan avenue and Adams street to 21st street and Western avenue.

White sign.—White light.

From Michigan ave. and Adams st., east on Adams st. to Franklin st. 7 min.; to Union Depot 10 min.; to Desplaines st. 13 min.; to Centre ave. 19 min.; south on Centre ave. to Harrison st. 22 min.; to 12th st. 27 min.; to 15th st. 30 min.; to 21st st. 35 min.; west on 21st st. to Ashland ave. 40 min.; to Robey st. 45 min.; to Western ave. 50 min.

Last car leaves Western ave. and 21st st. 11:08 p. m.—Michigan avenue and Adams street 12.00 a. m.

9. Van Buren Street Horse Line. (No. 1.)

Car every 2½–5 minutes.

From State and Randolph sts. to Western ave. and V. Buren st.

Yellow car.—Pink light.

From State and Randolph sts., west to 5th ave., south to Van Buren st., west to Van Buren st. bridge 13 min.; to Halsted st. 18 min.; to Centre ave. 23 min.; to Ashland ave. 29 min.; to Robey street 34 minutes; to Western avenue 39 minutes.

Last car leaves Western ave. 11:02 p. m. State and Randolph sts. 11:50 p. m. NIGHT CARS leave Western avenue 11:29 p. m., 12:49 a. m., 2:09 a. m., 3:29 a. m., 4:49 a. m.—State and Randolph 12:10 a. m., 1:30 a. m., 2:50 a. m., 4:10 a. m., 5:30 a. m.

10. Van Buren Street Horse Line. (No. 2.)

Car every 2½ – 5 minutes.

From State and V. Buren sts. to Kedzie ave. and V. Buren st.

Yellow car.—Pink light.

From State and Van Buren sts. to bridge 6 min.; to Halsted st. 11 min.; to Centre ave. 16 min.; to Ashland ave. 22 min.; to Robey st. 27 min.; to Western ave. 32 min.; to Kedzie ave. 41 min.

Last car leaves Kedzie ave. 11.10 p. m. State and Van Buren sts. 11.51 p. m

11. Blue Island Avenue Horse Line.

Car every 2½ – 5 minutes.

From State & Washington sts. to Blue Island & Western aves.

Blue dash.—Green light.

From State and Washington sts., south on State to Madison st., west to Madison st. bridge 8 min., west to Clinton st., south on Clinton st. to Adams st., west to Halsted st. 15 min., south on Halsted st. to Blue Island ave. and Harrison st. 18 min., southwest on Blue Island ave. to 12th st. 24 min., to 15th st. 28 min., to 22nd st. 37 min., to Robey st. 43 minutes, to Western avenue 49 minutes.

Last car leaves Blue Island and Western aves. 11.15 p. m. State and Washington sts. 12.06 a. m.

NIGHT CARS leave Western ave. 11.40 p. m., 12.30 a. m., 1.20 a. m., 2.10 a. m., 3.00 a. m., 3.50 a. m., 4.40 a. m. State and Washington sts. 12.30 a. m., 1.20 a. m., 2.10 a. m., 3.00 a. m., 3.50 a. m., 4.40 a. m., 5.30 a. m.

12. South Halsted Street Horse Line.

(For points on Halsted street South of O'Neil street see South Side System.)

Car every 3 – 6 minutes.

From State and Randolph sts. to Halsted and O'Neil sts.

Red dash, yellow body.—Red light with white star in centre.

From State and Randolph sts., west to bridge 9 min., to Randolph and Halsted sts. 14 min., south on Halsted st. to Madison st. 16 min., to Harrison 21 min., to 12th st. 27 min., to 18th st. 34 minutes, to O'Neil street 41 minutes.

Last car leaves O'Neil st. 11:14 p. m. State and Randolph sts. 11:57 p. m.

NIGHT CARS leave O'Neil st. 11:30 p. m., 12:15 a. m., 1:00 a. m., 1:45 a. m. 2:30 a. m., 3:15 a. m., 4:00 a. m., 4:45 a. m. State and Randolph 12:15 a. m., 1:00 a. m., 1:45 a. m. 2:30 a. m., 3:45 a. m., 4:30 a. m., 5:15 a. m.

13. Clinton and Jefferson Sts. Horse Line.

Car every 70 minutes.

From State and Randolph sts. to Jefferson and Meagher sts.

Brown car. Orange light.

From State and Randolph st., west on Randolph st. to Clinton st., south on Clinton st. to W. 12th st., west on 12th st. to Jefferson st., south on Jefferson street to Meagher street 33 minutes.

Last car leaves State and Randolph sts. 6.09 p. m.

14. Taylor Street Line.

Car every 8 minutes.

From Michigan avenue and Washington street to Taylor street and Western avenue.

Yellow car; blue and red platform.—Blue and red light.

From Michigan ave. and Washington st., south to Adams st., west on Adams st. to 5th ave. 6 min., south on 5th ave. to Harrison st., west on Harrison st. to Canal st. 13 min., south on Canal st. to Taylor st., west on Taylor st. to Halsted st. 20 min., to Centre ave. 25 min., to Ashland ave. 30 minutes, to Robey st. 35 min., to Western avenue 40 min.

Last car leaves Western ave. 11.08 p. m. Michigan avenue and Washington street 11.52 p. m.

15. Twelfth Street Horse Line. (No. 1.)

Car every 6 minutes. From State and Randolph sts. to Lawndale.

Red dash, yellow body. Green light.

From Randolph and State sts., south to Madison st., west on Madison st. to 5th ave. 5 min., south on 5th ave. to 12th st, 16 min., west on 12th st. to Halsted st. 25 min., to Ashland ave. 35 min., to Ogden ave. 45 min., transfer to Lawndale 56 minutes.

Last car leaves Ogden ave. 11.16 p. m. State and Randolph sts. 12.05 a. m. NIGHT CARS leave Western ave. 12.40 a. m., 1.25 a. m., 2.10 a. m., 2.55 a. m., 3.40 a. m., 4.25 a. m. State and Randolph sts. 1.30 a. m., 2.15 a. m., 3.00 a. m., 3.45 a. m., 4.30 a. m., 5.15 a. m.

16. Twelfth Street Horse Line. (No. 2.)

Car every 6 minutes.

From State and Van Buren sts. to 12th street and Kedzie ave.

Car: red dash; yellow body.—Light: green.

From State and Van Buren sts. west to 5th ave. 3 min., to Jefferson st. 8 min., south on Jefferson st. to 12th st. 14 min., west on 12th st. to Halsted st. 18 min., to Centre ave. 23 min., to Ashland ave. 28 min., to Robey 33 min., to Western avenue 38 minutes, to Kedzie avenue 50 minutes.

Last car leaves Kedzie ave. 11.11 p. m.—State and Van Buren sts. 12.01 a. m.

17. Eighteenth Street Horse Line.

Car every 7½ minutes.

From State and Randolph sts. to Leavitt st. and Blue Island ave.

Car: red and white dash, divided vertically.—Light: green and white, divided vertically.

From State and Randolph sts. west to bridge 9 min., to Halsted st. 14 min., south on Halsted st. to Madison st. 16 min., to Harrison st. 21 min., to 12th st. 27 min., to 18th st. 34 min., west on 18th st. to Centre ave. 39 min., to Ashland ave. 44 min., to Leavitt street 51 min., south on Leavitt street to Blue Island avenue 58 minutes.

Last car leaves Blue Island ave. 11.04 p. m.—State and Randolph 12.02 a. m.

18. Canalport Avenue Horse Line.

Car every 6 minutes

From State and Randolph sts. to Halsted and O'Neil sts.

Car: green dash; yellow body.—Light: white.

From State and Randolph sts. west to bridge 7 minutes, to Clinton st. 9 min., south on Clinton st. to Van Buren 14 min., to Harrison st., east to Canal, south to 12th st. 22 min., to Canalport ave. 30 min., southwest on Canalport ave. 36 minutes, south on Halsted street to O'Neil street 40 minutes.

Last car leaves O'Neil st. 11.16 p. m.—State and Randolph sts. 12.00 a. m.

19. Ashland Avenue and Sangamon Street Horse Line.

Car every 7–8 minutes.

From Michigan ave. and Adams street to Clybourn Place.

Car: green with blue & white platform.—Light: blue & white.

From Michigan ave. and Adams st. west to Sangamon st. 13 minutes, to Sangamon and Austin ave. 20 min., to Ann st. and Austin ave. 25 min., to Ann st. and Erie st. 29 min., to Ashland ave. and Erie street 35 minutes, to Ashland avenue and Clybourn Place 55 minutes.

Last car leaves Clybourn Place 11.05 p.m.–Michigan ave. and Adams st. 12.00 a.m.

NORTH SIDE.

1. City Limits Cable Line via Clark Street.

Car every 3 minutes.—Running time 31 minutes.

From Monroe and La Salle sts. to N. Clark st. and Diversey ave.

Green light.—Sign "Clark Street."

From Monroe and La Salle sts. East on Monroe st. to Dearborn st., North on Dearborn st. to Randolph st., West on Randolph st., North (through tunnel) on La Salle st., East on Illinois st. to Clark st. 8 min.; North on Clark st. to Chicago ave. 12 min.; to Division st. 16 min.: to North ave. 20 min.; to Clark and Centre sts. 24 minutes; to Fullerton ave. 28 min.; to Diversey street 31 minutes.

Last car leaves Diversey ave. 11:46 p. m.—Monroe and La Salle st. 12:22 a. m.

NIGHT CARS (drawn by horses) from old city limits, down.—12:18, 1:47, 3:03, 4:19, 5:35, 6:56. From Clark & Washington st. up.—12:59, 2:25, 3:41, 4:57, 6:13, 7:34.

2. City Limits Cable Line via Wells Street.

Car every 6 minutes.—Running time 32 minutes.

From Monroe and La Salle sts. to N. Clark st. and Diversey ave.

Red light.—Sign "Wells Street."

From Monroe and La Salle sts. East on Monroe st., North on Dearborn st., West on Randolph st., North (through tunnel) on La Salle st., West on Illinois st. to Wells st. 9 min.; North on Wells st. to Chicago ave. 13 min.; to Division st. 17 min.; to North ave. 21 min.; to Clark and Centre sts. 25 min.; to Fullerton avenue 29 min.; to Diversey ave. 32 minutes.

Last car leaves Diversey ave. 11:38 p. m.—Monroe and La Salle 12:10 a. m.

3. Lincoln Avenue Cable Line via Clark Street.

Car every 2½ minutes.—Running time 32 minutes.

From Monroe and La Salle sts. to Lincoln and Wrightwood aves.

Purple light.—Sign "Clark Street."

From Monroe and La Salle sts. East on Monroe st., North on Dearborn st., West on Randolph st., North (through tunnel) on La Salle st., East on Illinois st. to Clark st. 8 min.; North on Clark st. to Chicago ave. 12 min.; to Division st. 16 min.; to North ave. 20 min.; to Centre st. 24 min.; to Lincoln and Garfield aves. 26 minutes; to Fullerton avenue 30 minutes; to Wrightwood avenue 32 minutes.

Last car leaves Wrightwood ave. 11:52 p. m.—Monroe and La Salle 12:24 a. m.

NIGHT CARS from Clark and Washington sts.: Wrightwood avenue down.—12:00, 1:28, 2.44, 4:00, 5:15, 6:31. Washington st. up.—12:40, 2:06, 3:22, 4:38, 5:53, 7:09.

4. Lincoln Avenue Cable Line via Wells Street.

Car every 12 minutes.—Running time 33 minutes.

From Monroe and La Salle sts. to Lincoln and Wrightwood aves.

Red light.—Sign "Wells Street."

From Monroe and La Salle sts. East on Monroe, North on Dearborn, West on Randolph, North (through tunnel) on La Salle street, West on Illinois st. to Wells st. 9 min.; North on Wells st. to Chicago ave. 13 min.; to Division st. 17 min.; to North ave. 21 min.; to Clark and Centre sts. 25 min.; to Lincoln and Garfield aves. 27 min.; to Fullerton ave. 31 min.; to Wrightwood ave. 33 minutes.

Last car leaves Wrightwood ave. 11:40 p. m.—Monroe and La Salle 12:12 a. m.

5. State and Division Street Horse Line.

Car every 3 minutes.—Running time 14 minutes.

From State and Lake sts. to Division and N. Clark streets.

Red light.

From State and Lake sts. North on State st. to Chicago ave. 8 min., to Division st., West to Clark st. 14 min. Return route through Webster ave., to Lincoln ave., than same as route northward.

Last car leaves N. Clark and Division sts. 11:50 p. m.—State and Lake 12:10 a.m.

6. Clark St., Fullerton and Webster Avenues Cable and Horse Line.

Car every 6 minutes.

From Monroe and La Salle sts. to Racine and Webster aves.

Green and red light.

From Monroe and La Salle sts. to Lincoln and Fullerton aves. via Lincoln ave. cable 30 min., west to Fullerton and Racine avenues 35 min., south to Racine and Webster aves. 37 min. If car is run via Wells st. cable, one minute longer.

Last car leaves Racine and Webster ave. 11.35 p. m.—Monroe and La Salle sts. 12.12 a. m.

7. Garfield Avenue and Centre Street Cable and Horse Line.

Car every 4 minutes.

From Monroe and La Salle sts. to Racine and Garfield aves.

Orange light, red star in centre.

From Monroe and La Salle sts. to Lincoln and Garfield aves. (via Lincoln ave. cable) 27 min., west on Garfield ave. to Halsted st. 31 min., to Racine ave. 37 min. Above time is via Clark st. cable. If car is run via Wells st. cable, it takes one minute longer.

Last car leaves Racine aud Garfield aves. 11.35 p. m.—LaSalle and Monroe sts. 12.12 a. m.

8. Clybourn Ave. Cable and Horse Line.

Car every 6 minutes.

From Monroe and La Salle sts. to Clybourn and Fullerton aves.

Red light.

From Monroe and La Salle sts. by Wells st. cable, to Wells and Division sts. 17 min., west on Division st. to Clybourn ave., north-

west on Clybourn ave. to Larrabee st. 25 min., to North ave. 31 min., to Centre st. 37 min. to Fullerton ave. 45 min.

Last car leaves Fullerton ave. 11.24 p. m.—Monroe and La Salle sts. 12.09 a.m.

NIGHT CARS, from Clark and Washington sts., up.—12.30, 1.50, 3.07, 4.30, 6.00, 7.20. Fullerton and Clybourn aves., down.—11.50, 1.09, 2.26, 3.52, 5.21, 6.37.

9. Sedgwick St. Horse Line.

Car every 7 minutes.

From Clark and Washington sts. to Sedgwick and Centre sts.

Red light, white diamond in centre.

From Clark and Washington sts., north on Clark st. to Kinzie st., west to Market st., north to Chicago ave. 10 min., west on Chicago ave. to Sedgwick st., north on Sedgwick st. to Division st. 18 min., to North ave. 24 minutes, to Centre st. 30 min.

Last car leaves Sedgwick and Centre sts. 11.24 p. m.—Clark and Washington streets 11.54 p. m.

10. Larrabee St. Horse Line.

Car every 7 minutes.

From Clark and Washington sts. to Lincoln and Webster aves. Thence by transfer to Racine and Belden aves.

White light.

From Clark and Washington sts., north on Clark st. to Kinzie st., west to Market st., north to Chicago ave. 10 min., west to Larrabee st., north to Division st. 16 min., to North ave 22 min., to Centre st. 28 min., to Lincoln and Webster aves. 34 minutes.

Last car leaves Lincoln and Webster aves. 11.22 p. m.—Clark and Washington streets 11.56 p. m.

NIGHT CARS. From Clark and Washington sts., up.—12.11, 1.28, 2.44, 4.00, 5.21, 6.37. Racine and Belden aves.—11.31, 12.50, 2.06, 3.22, 4.43, 5.59.

11. Halsted and Market St. Horse Line.

Car every 9 minutes.

From 5th avenue and Randolph street to Halsted street and Evanston avenue.

Purple light.

From 5th ave. and Randolph st., north over Wells st. bridge, to Illinois st. 6 minutes, west on Illinois st., north on Market street to Chicago ave. 10 min., to Division st., west to Clybourn ave. 16 min.; northwest on Clybourn ave. to Halsted st. 24 min., north on Halsted st. to Centre st. 30 min., to Fullerton ave. 36 min., to Clark st. 40 min., to Evanston ave. 48 min.

Last car leaves Evanston ave. 11.06 p. m.—5th ave. and Randolph st. 11.54 p.m.

12. Division and Market St. Horse Line.

Car every 12 minutes.

From Clark and Washington streets to Division street and Milwaukee avenue.

Green and white light.

From Clark and Washington sts., north on Clark st., west on Chicago ave. to Market st. 10 min., north to Division st. 16 minutes, west to Halsted st. 22 minutes, to Division st. bridge 28 minutes. to Milwaukee ave. 36 minutes.

Last car leaves Milwaukee ave. 11.14 p. m.-Clark and Washington sts 11.50 p.m.

13. Northwestern Depot Horse Line.

Car every 6 minutes.

From Wells and Kinzie sts. to Madison and State sts.

Light: White.

From Wells and Kinzie sts., south on Wells st., over bridge to 5th ave., to Lake st., east to State st., south to Madison and State sts. 12 min., west to 5th ave., north, over bridge to Wells and Kinzie sts. 24 minutes.

Last car leaves Madison and State sts. 11.40 p. m.

14. Dearborn St. Horse Line.

Car every 10 minutes.

From Northwestern Depot to Polk street Depot.

Light: White Diamond.

From Wells and Kinzie sts., east to Dearborn st., south to Randolph st. 6 min., to Adams st. 12 min., to Polk st. depot 20 minutes.

Last car leaves N.-W. Depot 9.32 p. m.—Polk st. Depot 9.52 p. m.

SUBURBAN AND CROSS TOWN LINES.

15. Clark St. and Lawrence Ave. Horse Line.

Car every 15 minutes.

From Clark st. and Diversey ave. north to Lawrence avenue.

Light: Green.

From Clark st. and Diversey ave, to Belmont ave. 7 minutes, to Graceland ave. 18 minutes, to Lawrence ave. 28 minutes.

Last car leaves Diversey ave. 11.15 p. m.—Lawrence ave. 11.45. p. m.

16. High Ridge Horse Line.

Car every 15 minutes.

From Clark street and Lawrence avenue to High Ridge.

Light: Green.

From Clark st. and Lawrence ave. to Rose Hill 14 min., to High Ridge 28 minutes.

Last car leaves Clark st. and Lawrence ave. 10.00 p. m.—High Ridge 10.30 p.m.

17. Graceland Avenue Line.

Car every 10 minutes.

From N. Clark street and Diversey avenue to Graceland and Alexandra avenues.

(During High School term a car runs from Alexandra avenue to Ashland avenue.)

Light: Red.

From N. Clark st. and Diversey ave., north on Evanston ave. to Belmont ave. 6 min., to Graceland ave. 14 min., west on Graceland ave. to Alexandra ave. 20 minutes. During High School term, to Ashland ave. 30 min.

Last car leaves Clark st. and Diversey ave. 11.45 p. m.—Graceland and Alexandra aves. 11.24 p. m.

18. Gross Park Horse Line.

Car every 4 minutes.

From Lincoln and Wrightwood avenues to Belmont avenue.

Light: Purple.

From Lincoln and Wrightwood aves., north on Lincoln ave. to Belmont ave. 10 minutes.

Last car leaves Lincoln and Wrightwood aves. 11.45 p. m.—Lincoln and Belmont aves. 12.00 a. m.

19. Roscoe Boulevard Horse Line.

Car every 20 minutes.

From Lincoln and Belmont aves. to Roscoe Boulevard and Western avenue. (Sharpshooters' Park.)

Light: Purple.

From Lincoln and Belmont ave., west on Belmont ave. to Robey st., north to Roscoe Boulevard, west to Western ave. 22 min.

Last car leaves Lincoln and Belmont aves. 11.50 p. m.—Roscoe Boulevard and Western ave. 9.45 p. m.

20. Ashland Avenue Horse Line.

Run north on Ashland avenue every 20 minutes.

From Belmont ave. and Gross Park to Graceland High School.

Light: Red.

Last car leaves Belmont ave. 10.30 p. m.—Graceland High School 8.00 p. m.

21. Sheffield Avenue Horse Line.

Car every 10 minutes.

From Wrightwood and Lincoln aves., north on Sheffield ave. to Belmont avenue 10 minutes.

Light: Red.

Connecting with Lincoln ave. going South.

Last car leaves Lincoln ave. 11.32 p. m.—Belmont ave. 11.42 p. m.

22. Clybourn Avenue to Belmont Avenue Horse Line.

Car every 15 minutes.

From Fullerton and Clybourn ave. north to Belmont avenue.

Light: red.

From Fullerton ave. to Diversey ave. 10 min., to Belmont ave. 20 minutes.

Last car from Fullerton ave. 10.40 p. m.—From Belmont ave. 10.25 p. m.

23. North Avenue Horse Line.

Car every 10 minutes.

From Lincoln Park to Humboldt Park.

Light: White.

From North ave. and Clark st., west on North ave. to Larrabee st. 6 min., to the river 12 min., to Ashland ave. 18 min., to Milwaukee ave. and Robey st. 24 min., to North ave. and Western ave. 30 min., to California ave. 36 min.

Last car leaves Clark st. 10.30 p. m.—California ave. 11.06 p. m.

24. Halsted Street Crosstown Horse Line.

Car every 8 minutes.

From 22nd street to Fullerton avenue.

Light: Red.

From 22nd st. to 16th st. st. 5 min., to 12th st. 10 min., to Harrison st. 15 min., to Madison st. 20 min., to Kinzie st. 25 min., to Chicago ave. 30 min., to Division st. 36 min., to North ave. 42 min., to Centre st. 48 min., to Fullerton ave. 54 min.

Last car leaves Fullerton ave. 10.50 p. m.—22nd st. 11.54 p. m.

NORTH-WEST SIDE.

1) Milwaukee Ave. Cable Line.

Car every 3 minutes.

From La Salle and Madison streets to Milwaukee and Armitage avenues.

Car: Blue dash, yellow body.—Light: green.

From La Salle and Madison sts., north to Randolph st., west to 5th ave., south to Washington st., west (through tunnel) to Des Plaines st. 7 min., north on Des Plaines to Kinzie st. 12 min., northwest on Milwaukee ave. to West Indiana st. 16 min., to W. Chicago ave. 20 min., to W. Division st. 26 min., to W. North ave. 33 min., to Armitage ave. 40 min.

Last car leaves Armitage ave. 12.00 midn.—La Salle and Madison sts. 12.35 a.m.

2) Milwaukee and North Aves. Cable and Horse Line.

Car every 3 minutes.

From La Salle and Madison sts. to North and California aves.

Car: blue dash, yellow body.—Light: green.

From La Salle and Madison sts., same route as Milwaukee ave. line, to W. North ave. 33 min., west to Western ave. 38 min., to California ave. 43 min.

Last car leaves California ave. 11.18 p.m.–La Salle and Madison sts. 12.00 midn.

3) Milwaukee Ave. (Night) Line.

Car every 30 minutes.

From State and Randolph sts. to Armitage ave.

Car: blue dash, yellow body.—Light: green.

From State and Randolph sts., north on State to Lake st., west on Lake st. to Lake st. bridge, to Milwaukee ave., northwest on Milwaukee ave. to Halsted st., to Centre ave., to Chicago ave., to Division st., to North ave., to Armitage ave. 45 min.

Cars leave State and Randolph sts. from 12.45 a.m. on every other 30 minutes.

4) Noble St. Cable and Horse Line.

Car every 14 minutes.

Car: brown:—Light: red.

From La Salle and Madison sts. to Clybourn Pl. and Wood st.

From La Salle and Madison sts., same route as Milwaukee ave. line to Noble st. 24 min., north on Noble to Blackhawk st. 28 min., west on Blackhawk to Holt st., north on Holt st. to North ave., west on North ave. to Ashland ave. 33 min., North on Ashland ave. to Clybourn Pl., west on Clybourn Pl. to Wood st. 40 minutes.

Last car leaves Wood st. 10.18 p. m.—La Salle and Madison sts. 11.00 p.m.

5) Division St. Cable and Horse Line.

Car every 6–7 minutes.

From La Salle and Madison streets to West Division street and California avenue.

Car: Yellow.—Light: Red and green, divided vertically.

From La Salle and Madison sts., same route as Milwaukee ave. line, to W. Division st. and Ashland ave. 26 min., west on Division to Robey st. 31 min., to Western ave. 36 min. to California ave. 42 min.

Last car leaves California ave. 11.20 p.m.–La Salle and Madison sts. 12.00 midn.

6) Chicago Ave. Horse Line.

Car every 4–8 minutes.

From State and Randolph streets to W. Chicago avenue and Leavitt street.

Car: Red letter board and dash, yellow body.—Light: yellow.

From State and Randolph st., west to Clinton st. 9 min., north on Clinton st. to Milwaukee ave., northwest on Milwaukee ave. to Halsted st. 16 min., to West Chicago ave. 22 min., west on Chicago ave. to Ashland ave. 30 min., to Leavitt st. 36 min.

Last car leaves Leavitt st. 10.16 p. m.—State and Randolph sts. 10.56 p. m.

7) Chicago Ave. and Humboldt Park Horse Line.

Car every 8 minutes.

From State and Randolph streets to California avenue and Division street.

Car: Red letter board and dash, yellow body.—Light: yellow.

From State and Randolph sts. to Chicago ave. and Leavitt st. as Chicago ave. line, above, 36 min., west to California ave. 44 min., north on California ave. to Division st. 50 min.

Last car leaves California ave. 11.15 p. m.—State and Randolph sts. 12.08 a.m.

8) Indiana St. Horse Line.

Car every 3–6 minutes.

From State and Washington sts. to West Indiana street and Western avenue.

Car: green.—Light: violet.

From State and Washington sts., west to 5th ave., north on 5th ave. to Randolph st., west to bridge 7 min., to Randolph and Halsted sts. 12 min., north to Indiana st. 18 min., west on Indiana street to Centre ave. 23 min., to Ashland ave. 28 min., to Robey st. 33 min., to Western ave. 38 min.

Last day car leaves Western ave. at 11.21 p. m.—State and Washington streets 12.01 a. m.

NIGHT LINE leaves Western ave. at 12.00 midn., 1.20, 2.40, 4.00, 4.57 a.m.—and Washington sts. at 12.40, 2.00, 3.20, 4.40 a. m.

A. MARITZEN,

ARCHITECT AND ENGINEER FOR

Brewers · and · Malsters,

Rooms 41, 42, 44, 46 and 48, 177 LaSalle St., cor. Monroe.

TELEPHONE 1633. CHICAGO, ILL.

SPECIALTY: *Design and construction of Breweries, Malting Plants, Distilleries, Grain Elevators, Factories, etc.*

REFERENCES.

American Brewing Co.,	Chicago, Ill.
P. Schoenhofen Brewing Co.,	Chicago, Ill.
Geo. A. Weiss Malting and Brewing Co.,	Chicago, Ill.
E. Fecker Brewing Co.,	Chicago, Ill.
Chicago Brewing Co.,	Chicago, Ill.
Gerh. Lang, Park Brewery,	Buffalo, N. Y.
Milwaukee Brewing Co.,	Denver, Colo.
Ph. Zang Brewing Co.,	Denver, Colo.
Davenport Malt & Grain Co.,	Davenport, Iowa.
Mobile Brewery,	Mobile, Ala.
Walkerville Brewing Co.,	Walkerville, Ontario, Canada.
Marcus Marietta, Brewery,	Connellsville, Pa.

ART GALLERIES.

O'Brien's,

The + Leading + Art + Emporium + of + the + West,

ESTABLISHED 1855.

Etchings and Mezzotints.

American. English. **Water Colors** French. Italian.

Artistic Framing Our Chief Study.

208 Wabash Avenue,

Soule's Unmounted Photos. 15,000 Subjects.

SEND FOR CATALOGUE.

ESTABLISHED 1844.

SHARP & SMITH,

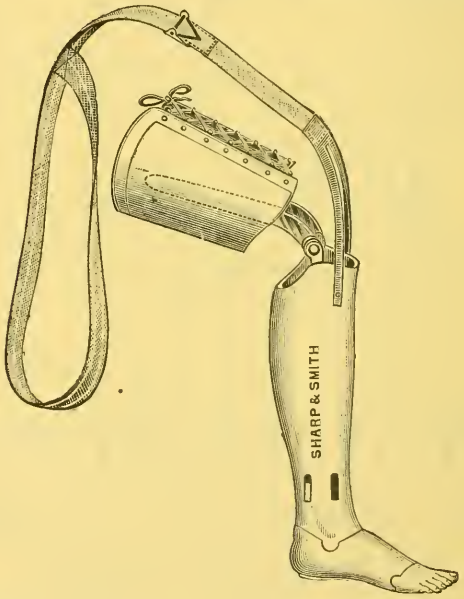
CHICAGO, ILLS.,

Manufacturers of

Artificial Limbs,

DEFORMITY APPARATUS,

SURGICAL INSTRUMENTS.



73 RANDOLPH STREET.

SEND FOR CATALOGUES.

Fine Bakery Goods.

Coyne's

POPULAR

BAKERY LUNCHES

164 MADISON STREET,

CHICAGO.

F. E. COYNE, PROPRIETOR.

INTERIOR OF LUNCH ROOM.

164 Madison St.

THE BEST OF EVERYTHING SERVED IN THE BEST POSSIBLE MANNER.

HOTELS AND RESTAURANTS SUPPLIED.

Palmer House

= = BATHS. = =

Baths now under the management of Palmer House Company, have been entirely remodeled at great expense.

ARE NOW THE FINEST IN THE WEST.

Containing Every Convenience and Luxury.

have the Largest and Finest.

PLUNGE - BATH

IN THE WORLD.

ALSO . SPLENDID . NEEDLE . SHOWER.

Plain Bath Department supplied with Porcelain Tubs.

Entrance to Men's Baths through Barber Shop. Entrance to Ladies' Baths through Millinery Store on Monroe Street.

Moderate Prices,

As follows:

Tickets, (good for 6 Turkish, Russian or Shampoo Baths)	$5.00
Turkish Baths	1.00
Shampoo Baths (except Saturday and Sunday)	.50
Shampoo Baths (Saturday and Sunday)	.75
Roman Bath	1.50
Russian Bath	1.00
Plain Bath	.25
Sulphur Bath	.75
Swimming Bath	.50
Electro Thermal Bath	2.00
Massage and Swedish Movement	2.00
Alcohol Rub	.25
Bay Rum Rub	.50
Dry Electricity	1.00
Electric Rub	1.00

SHERMAN HOUSE

Turkish and Russian Baths

50 TO 54 CLARK STREET.

BATHS, - - - 75c.
8 BATHS, - - $5.00.

OPEN ALL HOURS

GEO. W. LYNCH, Proprietor

ELEGANT BATH ROOMS, MARBLE TUBS, ETC.

Sherman House Barber Shop

137 RANDOLPH STREET,

WM. A. HETTICH, Proprietor. CHICAGO.

DRAKE & WALLACE,

Blue Line Boat Livery,

AND BOAT BUILDERS,

ROWING AND SAIL BOATS, FISHING TACKLE, ETC.

Picnics and Private Parties ordering by mail or otherwise will receive prompt attention

Fruits, Confections and Ice Cream Parlor.

DOCKS, ST. JOSEPH, MICH.

108 Madison Street, CHICAGO. 241 Broadway, NEW YORK.

A. G. SPALDING & BROS.

ATHLETIC OUTFITTERS,

Base-Ball Supplies, Fishing Tackle, Guns, Bicycles, Lawn Tennis, Outing Clothing, and

GENERAL SPORTING GOODS OF STRICTLY A HIGH GRADE.

SEND FOR CATALOGUES.

A. G. SPALDING & BROS.

1022 Market Street, PHILADELPHIA. 38 Holborn Viaduct, LONDON, ENG.

BILLIARD AND POOL TABLES.

THE

BRUNSWICK-BALKE-COLLENDER CO.

Most Extensive Manufacturers in the World of

Billiard and Pool Tables,

DESIGNERS AND MANUFACTURERS OF

Artistic Saloon Furniture, Office, Drug Store Fixtures and Indoor Hardwood Decorations OF EVERY DESCRIPTION.

Office and Salesrooms, 263 & 265 WABASH AVE.

Factory, MARKET AND HURON STREETS,

CHICAGO.

BILLIARD CLOTHS AND SUPPLIES.

TRADE MARK.

GEO. KUEHL,

IMPORTER OF

Ivory Balls, Billiard Cloths,

and SUPPLIES.

PLAYING CARDS, CHECKS, ETC.

184 E. Randolph St., CHICAGO.

TELEPHONE NO. 1626.

. . . A FULL LINE OF . . .
TAXIDERMIST'S + SUPPLIES,
Artificial Glass Eyes for Stuffed Birds.
SEND 2 CENT STAMP FOR CATALOGUE.

A Catalogue of AQUARIUM GOODS or a Price List of BIRDS, CAGES, SEEDS, ETC., Mailed on Receipt of a 2 Cent Stamp.

CARRIAGES.

STUDEBAKER BROS. MFG. CO.,

. . BUILDERS OF . .

Fine Carriages and Harness,

203 & 207 Michigan Ave.

CHICAGO.

Hotel Henrici.

(EUROPEAN PLAN.)

(DEUTSCHES HAUS.)

CAFÉ AND RESTAURANT

Vorzügliche Küche.

CENTRALPUNKT FÜR ALLE STRASSENBAHNEN DER STADT.

70 & 72 Randolph Street,

NEAR STATE STREET. CHICAGO.

E. LOEWENTHAL,
L. BUXBAUM, } Proprietors.

PHIL. HENRICI,
Cafe AND Fancy Bakery,
175 Madison Street,
CHICAGO.

PHIL WINTER'S
CAFÉ AND CAKE BAKERY
279 State St. Cor. Van Buren,
CHICAGO.

KERN'S
Restaurant . and . Beer . Hall,
CHARLES KERN, PROPRIETOR.
108-110 La Salle Street,
CHICAGO.
Best Imported and Domestic BEERS in Superior Condition
Closes Sunday and at 8 P. M. For business people. First-class in every way.
For gentlemen only.

C. C. WILLIAM MEYER'S
Beer Hall and Restaurant

(Formerly L. P. Hansen's Raths Keller.)

N. W. COR. MADISON AND DEARBORN STS,

INTER-OCEAN BUILDING. CHICAGO.

This palatial place, sumptuously furnished at an expense of $35,000, in Marble and Rosewood, lighted by Electricity, is beyond doubt the Finest FAMILY RESORT in the City.

THE MOST POPULAR IMPORTED BEERS, THE BEST DOMESTIC BEERS,

Constantly on Draught.

WINES OF MY OWN IMPORTATION.

GERMAN: from the renowned firms R. DURLACHER & CO., Bingen, on the Rhine; ANTON BUSCH, Mainz, on the Rhine; EDWARD SAARBACH & CO., Mainz, on the Rhine. FRENCH: from EMIL HAAS & CO., Bordeaux.

THE RESTAURANT

Is entrusted to experienced CHEFS and supplied at all times with the CHOICEST MEATS and the DELICACIES OF THE SEASON.

FINE LUNCHES SERVED DAY AND NIGHT.

This place has for the past eighteen years been successfully managed by the undersigned, who will endeavor to conduct it as one of the best in the country.

C. C. WILLIAM MEYER, Prop. WILLIAM C. MEYER, JR., Manager.

LANSING & McGARIGLE,

CHICAGO'S LEADING CATERERS.

CAFÉ AND RESTAURANT

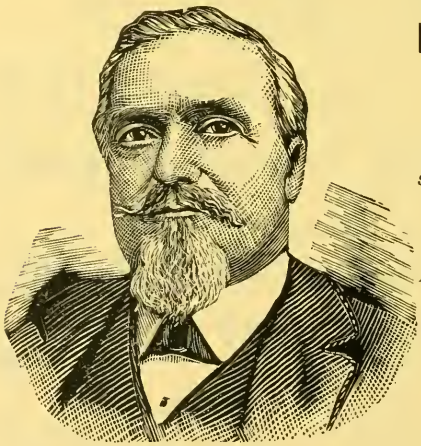
Magnificently furnished, Superior Cooking, Cleanliness, Good Service, Fine Linen.

COMPRISING GENERAL AND PRIVATE DINING ROOMS, CAFÉ

☞ **Headquarters for the Pabst Brewing Company of Milwaukee.** ☜

122, 124, 126 Clark Street,

TELEPHONE 459. CHICAGO



VICTOR LASSAGNE.

RESTAURANT
FRANÇAIS

77 & 79 S. Clark St., Chicago, Il

Special Rooms for Ladies and Gentlem

ROOMS FOR PRIVATE PARTIES.

A Good Table D'Hote every eve ing from 5:30 to 8 P. M.

Open after the Theatres. Opposite Court House

TELEPHONE 2227.

Chambres meublées pour voyageurs.

C. F. W. LEUTZ'S
Beer Hall and Restaurant,

19, 21 & 23 N. CLARK STREET,
(Just north of the Viaduct,)

Is the largest and most elegant establishment of its kind on the North Side.

ALWAYS ON DRAUGHT. { **6** different kinds of BEER of which three are Imported.

A large assortment of German, French, Hungarian and Native Wines by the Glass, Bottle, Case and Cask.

RHINE WINES--MY OWN IMPORTATION.

Good Meals at Moderate Prices.
Restaurant Open from 7 a. m. to 11:45 p. m.

EUGENE PRAGER'S
Restaurant,

BEER ❄ AND ❄ WINE ❄ VAULTS,

131 South Clark Street, and
117 East Madison Street,

CHICAGO.

Special Attention Paid to Dinners.
Imported Beers on Draught.

THE UNION

Restaurant and Beer Hall,

115 AND 117 E. RANDOLPH ST., MAIN FLOOR.

A resort for ladies and gentlemen without any objectionable features

Meals Served at all Hours.

Business Lunch from 11:30 a. m. to 2:30 p. m.

For Quality of Material and Style of Cooking we invite comparison with any place of its character in the city.

The justly celebrated Pabst Brewing Co.'s Beers on draught. Pure, Wholesome, and at just the right temperature at all seasons of the year.

Our stock of Wines, California and Imported, old Whiskies and Liquors of the best grades, Imported and Domestic Cigars, is choice and carefully selected.

We have a FULL HOUSE, after the Theatres.

THE WEBER CATERING CO.

31 WASHINGTON ST.

Restaurant for Ladies and Gentlemen

Gentlemen's Cafe
Lunch Room
Private Dining Rooms

Weddings, Dinners, Luncheons and Reception a Specialty

WM. WERNER, Manager.

Wagner & Hauschild,

IMPORTERS OF

Wines, Liquors & Cigars.

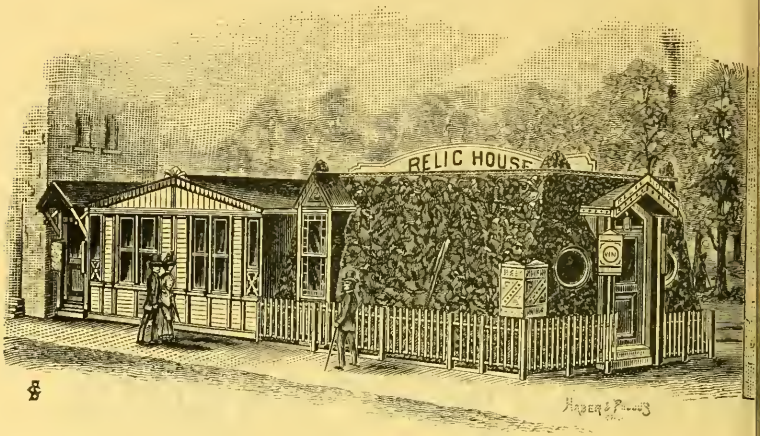
HEADQUARTERS FOR

Jos. Schlitz Brewing Co.'s
Milwaukee Lager Beer.

150 DEARBORN STREET,
CHICAGO.

"The Dizzy."

A Monument of Chicago's Great Fire, October 9, 1871.



The walls of this building are composed of thousands of curious and oddly shaped fragments collected from the ruins of Chicago in 1871, consisting of intermolten glass, iron, crockery, tools, etc.

Relic House

900 North Clark Street,
Chicago.

One-Half Block North of Main Entrance to Lincoln Park.

* *

Family Resort.

WM. LINDEMANN,
Proprietor.

Imported and Domestic
Wines, Liquors and Cigars.

Choice Refreshments.

GERMANIA CLUB BUILDING.

CARL STEIN'S

Cafe AND Restaurant

647 TO 649 NORTH CLARK STREET,

CHICAGO.

A Popular Park Resort a few doors south from North Avenue, and the South Entrance of Lincoln Park.

IMPORTED AND DOMESTIC BEERS, WINES, Etc.

WILLIAM REMY,

Cafe and Fancy Bakery,

90 NORTH CLARK STREET,

CHICAGO.

SUPERIOR COFFEE.

F. · H. · KRETSCHMAR,

Summer Garden and Pavilion,

(Formerly Fisher's and John A. DeBerg's Place.)

625-631 NORTH CLARK ST.,

Telephone 3011.

RESTAURANT. CHICAGO.

Convenient to Lincoln Park.

JOHN M. FAULHABER,

: : : IMPORTER OF : : :

Rhine and Pfälzer Wines,

—AND—

Fine Liquors, Wholesale and Retail.

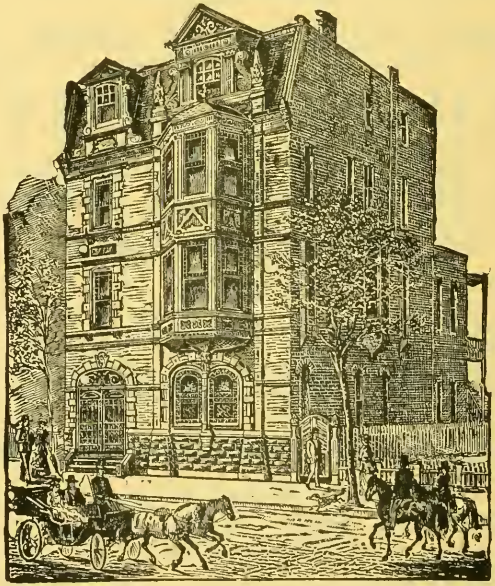
Gemüthliche Weinstube,

76, 78 and 80 FIFTH AVE., CHICAGO.

Altdeutsches Weinhaus,

. . . FAMILY RESORT. . . .

526 NORTH CLARK STREET, CHICAGO.



☞ CONVENIENT TO LINCOLN PARK.

THE FINEST WINE RESORT IN THE UNITED STATES.

CHICAGO RATHS KELLER.

HENRY JANSEN,

DIRECT IMPORTER AND DEALER IN

RHINE WINES,

Nos. 163 & 165 Washington Street,

CHICAGO, ILL.

J. SCHLOGL,

IMPORTER OF

RHINE ❋ WINES,

WEIN-STUBE,

No. 109 Fifth Avenue,

NEAR WASHINGTON ST.,

CHICAGO, - - ILLINOIS.

☞ SUPERIOR KITCHEN. ☜

FINE CHOPS, STEAKS, ETC., A SPECIALTY.

AUG. WILKEN & CO.

Wholesale and Retail Dealers in

California Wines and Brandies

TUNNEL WEINSTUBE.

Family Trade Promptly Supplied.

47 & 49 LA SALLE STREET,
BETWEEN RANDOLPH AND LAKE,
CHICAGO.

Price List of Wines.

	Per Dozen.		*Per Gallon.*	
Hocks	$3.00	$....	$1.00	$....
Riesling	3.50	4.00	1.25	1.50
Johannisberger Riesling	5.25	....	2.00	....
Cabinet Riesling	6.50	....	2.50	....
Cabinet Traminer	6.50	....	2.50	....
White Zinfandel	4.00	....	1.50	....
Gutedel	4.50	....	1.50	....
Dry Muscatel	5.25	....	2.00	....
Claret, Table	3.00	3.50	1.00	1.25
Red Zinfandel	4.00	....	1.50	....
Burgundy	5.25	5.50	2.00	2.25
SWEET WINES.				
Mount Vineyard	5.25	....	2.00	....
Angelica	4.00	5.25	1.50	2.00
Muscatel	4.00	5.25	1.50	2.00
Malaga	5.25	....	2.00	....
Port	4.00	to 7.75	1.50	to 3.00
Sherry	4.00	5.25	1.50	2.00
Madeira	5.25	....	2.00	....
Tokay	5.25	....	2.00	....
Mountain	5.25	....	2.00	....

A. Werner & Co.'s Champagne—Case, 24 Pints, $7.50; Case, 12 Quarts, $6.50.
Brandy—$3.00, $3.50, $4.00, $5.00 per gallon.
For empty bottles returned 50 cents per dozen will be allowed.

Reasonable Discount Allowed on Larger Quantities.

MAIN OFFICE:
Cor. Union and Erie Streets.
TELEPHONE No. 4357.

BOTTLING DEP'T.:
29 West Ohio Street.
TELEPHONE No. 4382.

HENRY LEEB, Manager.

CHICAGO.

F. J. DEWES
BREWERY COMPANY

NORTH HOYNE AVENUE
AND RICE STREET

BREWERS AND BOTTLERS

OF THE CELEBRATED
PURE MALT

MUENCHENER BEER

EXCELLENT
EXPORT AND TABLE
BEERS

TELEPHONE 7150

The "Muenchener" is declared by Drs. Wahl and Henius, Directors of the Scientific Station for Brewing in Chicago to be "above the average quality (of beer) as brewed in America, closely resembling in its composition the best of foreign beers imported to this country."
Their analysis shows that no substitutes were used for malt and hops in its production.

Pabst Brewing Company's

SUPERIOR BOTTLED GOODS.

WE take pleasure in calling the attention of Housekeepers and the public generally to our Bottled Beers, and the fact that they will be **Delivered Free of Charge** to any part of the city, in most **convenient** shape for **table** use.

The Reputation of these Beers is World Wide.

OF BEAUTIFUL COLOR,
AGREEABLE FLAVOR,
HIGHLY NOURISHING
AND INVIGORATING,

THEY ARE A MOST EXCELLENT BEVERAGE FOR THE TABLE.

Especial attention is called to the **Export Beer** and also the **Standard** brand, which latter is put up in patent rubber stopper bottles, as these are the most popular for family use.

The other brands:

BOHEMIAN, SELECT, BAVARIAN, HOFBRÆU,

are each marked by its own peculiar characteristic of color, strength, etc., the Select being of especial merit.

The "BEST" Tonic is widely known as the best and purest preparation of malt and hops manufactured, and it is prescribed by physicians as a most valuable Tonic, and is fast becoming popular as a table beverage.

PRICE LIST OF BOTTLED GOODS (DELIVERED.)

Standard, Patent Stopper, per doz. pints.....60 cents

Export, per case, 2 doz. qts. or 3 doz. pints	$3.50
Bohemian, " " " " "	3.75
Bavarian, " " " " "	4.00
Hofbræu, " " " " "	4.00
Select, " " " " "	4.50
The "Best" Tonic, per dozen bottles.....	2.50

The following amounts will be refunded for the return, in good condition, of cases and bottles:

Dozen pint bottles	36c
" quart "	48c
Each case	24c
Dozen Tonic bottles	24c

A large stock of Bottled Goods constantly kept on hand. We solicit a trial of our Beers, guaranteeing their Purity, Age and Strength.

PABST BREWING COMPANY.

Chicago Office: Desplaines and Indiana Sts.

TELEPHONE 4383. HERMAN PABST, MANAGER.

HENRY UIHLEIN, President. ALFRED UIHLEIN, Sup't.
AUG. UIHLEIN, Secretary.

Jos. - Schlitz - Brewing - Co.

MILWAUKEE.

ANNUAL CAPACITY, 600,000 BARRELS.

CHICAGO DEPOT AND OFFICE:

COR. OHIO AND UNION STS

EDWARD G. UIHLEIN, Mgr. TELEPHONE 4356.

AGENCY FOR

SCHLITZ Celebrated EXPORT and Patent Stopper Beer

IN QUARTS AND PINTS.

WM. L. GOGGIN,

Telephone 1082. 228 & 230 S. Clark Street.

P. SCHOENHOFEN
BREWING
CO.
CHICAGO
PHONE
9009
EDELWEISS
BEER

Conrad Seipp - -

Brewing Co.

LAKE SHORE FOOT OF 27th ST.,

CHICAGO.

Telephone 8350

Brewers and Bottlers of the Celebrated

COLUMBIA,
PILSENER,
SALVATOR

BEERS.

. . . The . . .

Wacker & Birk Brewing Co.

BOTTLERS OF CELEBRATED

WIENER AND ULMER BEERS

BOTTLED ESPECIALLY FOR FAMILY USE.

CHAS. H. WACKER, Pres. and Treas.
JACOB BIRK, Vice-President.
WM. A. BIRK, Secretary.

171 N. DESPLAINES STREET,

CHICAGO, ILLINOIS.

Telephone Number 4231.

In Quality and Taste equal to the Best Imported Beer!
We Guarantee
WEST SIDE BREWERY CO'S
Hof-Bräu
to be a Pure Malt Beer brewed of the best Malt and Hops. Stored in our Cellars for over a Year.
ORDERS FOR Hof-Bräu IN KEGS OR BOTTLES address to BREWERY TELEPHONE 7129 CHICAGO.
Augusta and Paulina St.
West Side Brewery Co.

H. Plautz, President. Philip Maas, Secretary.
m. Hahne, Vice-President. John Buehler, Treasurer.
Louis Frisch, Superintendent and Brewmaster.

Northwestern - Brewing - Co.,

781-831 CLYBOURN AVE., CHICAGO, ILL..

BREWERS AND BOTTLERS

OF THE

Celebrated STANDARD

and the genuine THICK MASH

BAVARIAN ZACHERL BEERS.

Telephone 3614.

ESTABLISHED 1865.

FRED. HOLLENDER & CO.,

IMPORTERS AND BOTTLERS OF

LAGER BEER, PORTER AND ALE,

Telephone No. 3619.

179 & 181 Illinois Street, CHICAGO.

IMPORTED BEER.	Per doz. Qts.	Per doz. Pts.
aiser, Bremen, light	$3.40	$1.75
lsener, Bohemian "	3.40	1.75
ebotschaner " "	3.40	1.75
uerzburger, Bavarian"	3.40	1.75
lmbacher, " dark	3.40	1.75
rlanger, " "	3.40	1.75
uerzburger, " "	3.40	1.75
ipuziner, " "	3.40	1.75
ugustinerbraeau (Muenchen) Bavarian, medium	3.40	1.75
schorrbraeu " " "	3.40	1.75
ergerbraeu " " "	3.40	1.75
uenchen, Bavarian medium	3.40	1.75

WESTERN DECORATING WORKS

CHICAGO, ILLINOIS.

Firing and Artistic Gilding for Amateurs made a specialty. Superior Gold of our own manufacture, exquisite new shapes for decorating, and every requisite for China Painting, always in stock. China carefully packed free of charge.

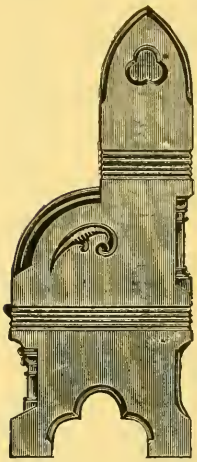
. . . SEND FOR CATALOGUE . . .

GRUNEWALD & BUSHER,

331 Wabash Avenue.

☞We are also Publishers of the EVANS' DESIGNS for China Painting.

CHURCH FURNITURE.



WM. H. FOULKE,

Church Furniture

335 WABASH AVE.,

Chicago.

CONFECTIONERS.

NO STRANGER

Should leave Chicago without a box of

GUNTHER'S ❋ CANDY

FOR THE LOVED ONES AT HOME.

Price, 25 Cents, 40 Cents and 60 Cents Per Pound.

Put up in Pretty Boxes. Expressed to all parts.

212 State Street.

ESTABLISHED 1857.

E. HOFFMAN,

IMPORTER

. . . . And Wholesale and Retail Dealer in . . . .

185 and 187

Madison St.

HAVANA CIGARS

SMOKERS' ARTICLES

Our Specialties are the finest imported articles of Meerschaum Pipes, Cigar and Cigarette Holders, Cigar and Cigarette Cases, Complete Meerschaum Smokers' Sets, Real Amber Cigar and Cigarette Holders, Smokers' Tables, and the latest in Moistening Cigar Safes; also the latest Novelties in Smokers' Articles.

THORWART & ROEHLING,

Importers of Havana Cigars.

SOLE AGENTS FOR

"Mi Rosa" and "Sin Falta" Key West Cigars.

Full Line of DOMESTIC CIGARS

Smoking,
Plug,
Fine Cut,
Snuff.

188-190 Randolph St., Cor. Fifth Ave.
CHICAGO.

MARSHALL FIELD & CO.

STATE AND WASHINGTON STREETS, CHICAGO.

Probably of more importance to ladies than any point of interest in Chicago, is the retail house of MARSHALL FIELD & CO. Rated as it is among the largest in the world, it is by far the most complete and most handsomely equipped in Chicago, and a shopping headquarters for the larger portion of its residents. To strangers a most cordial welcome is extended. Waiting Rooms, Check Rooms, Retiring Rooms, and all possible conveniences are offered to those who care to enjoy them. To patrons it has to recommend it

Large Stocks,
Low (the lowest) Prices,
and
Absolute Trustworthiness.

R. J. WALSHE,

DRAPER AND TAILOR,

No, 119 Dearborn Street,

CHICAGO.

C. E. BRUNER,

Merchant Tailor,

114 DEARBORN STREET, CHICAGO.

DRUGGISTS.

M. W. DALE. WALTER M. SEMPILL.

THE CITY PRESCRIPTION DRUG STORE.

ESTABLISHED 1860.

DALE & SEMPILL,

SUCCESSORS TO WM. M. DALE.

MANUFACTURING ‡ AND ‡ DISPENSING ‡ CHEMISTS,

Cor. Clark and Madison Streets,

CHICAGO.

THE CORNER DRUG STORE

Deutsche Apotheke.

128 LAKE STREET, CORNER CLARK.

SPECIALTIES!

PHOSPHORATED BEEF, WINE AND IRON,

Hoffenburg's Iron Tonic, Dr. Bird's Cough Tablets,
" Special Pills, Dr. Massey's Worm Powders
" Troches, " " Teething Powders

PROF. COLBERT'S CATARRH CURE.

German, French and English Spoken.

BODEMANN & CONRAD.

CITY DRUG STORE, 239 State St., Cor. Jackson.
LAKE AVENUE PHARMACY, S. W. Cor. Lake Ave. and 43d St.
MADISON PARK PHARMACY, Cor. Lake Ave. and 50th St.

OUR KENWOOD SOAP

Is the Best for the Toilet and the Complexion.

We are Agents for—

Parke, Davis & Co.'s Pharmaceutical Preparations,
Palmer's Perfumes,
Gehrig's Electro-motoric Teething Neck Laces

ESTABLISHED 1852.

E. H. SARGENT & CO.

DRUGS AND DRUGGISTS' SUNDRIES

IMPORTERS AND DEALERS IN

Chemical Apparatus, Assayers' Supplies,

C. P. CHEMICALS AND SURGICAL INSTRUMENTS

125 STATE STREET, CHICAGO.

Incorporated State of Illinois, A. D. 1864.

Western - Bank - Note - Company.

NEW FIRE PROOF BUILDING.

MADISON STREET AND MICHIGAN AVE.,

CHICAGO.

STEEL PLATE AND LITHOGRAPHIC

Engraving and Printing.

FOR RAILWAYS, TOWNS AND CITIES, REAL ESTATE BONDS. **BONDS** FOR STREET RAILWAYS, WATER-WORKS, GAS COMPANIES

Certificates of Stock, Drafts, Checks, Letter and Bill Headings, etc., for

Railways, Banks, Merchants and Corporations.

C. C. CHENEY, Prest. **C. A. CHAPMAN, Treas.** **C. HEINEMAN, Sec'y.**

Bonds and other Securities Engraved by this Company accepted on the New York Stock Exchange.

FOLDING BEDS.

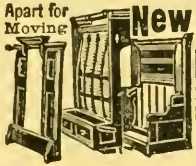
A. H. Andrews & Co.,

215 & 217 Wabash Avenue, CHICAGO.

Mfrs. of

Andrews Patent "Gem"

Folding Beds



ADVANTAGES OVER ANY AND ALL OTHERS.

1—Any lady or child can easily open it, as represented, for cleaning.

2—Or they can take it apart, as illustrated, for moving.

3—While its length when open is greater than any other bed, when closed its height is 8 inches less.

4—It is the best ventilated of all folding beds.

5—It has in its base a very large box extremely useful night or day.

6—It is fitted with our adjustable cable spring, unequaled for comfort, simplicity and durability.

Lake Excursions

—TO—

St. Joseph and Benton Harbor, Mich

On the elegant new steel side wheel steame "CITY OF CHICAGO," and the fast steame "PURITAN." These trips are the most de lightful out of the city as well as the cheapes

Following is this season's schedule, to tak effect May 20, 1891:

Leave Chicago 9.30 A. M. daily, except Sunday, which leaves at 10.00 A. M.; also 11.30 P. M. daily. Business Men's Excursion every Saturday afternoon, leaving 2.00 P. M. The Grand Sunday Excursion returns to Chicago at 10.00 P.M. and 2.00 A. M.

Parties contemplating visiting the summe resorts of Northern Michigan, Mackina Petoskey, Traverse City, Holland, Muskego and other places, can save money and time b taking rail routes from St. Joe and Bento Harbor.

The Fare, round trip, returning same day, $1.00. Single Fare, $1.00. Sunday Excursion, $1.50, round trip. + + + Meals and Berths Extra.

GRAHAM & MORTON TRANS. C(

For further information apply to **Foot of Wabash Avenue.**

G. S. WHITSLAR, Gen'l Pass. Agt.

CHARLES GLANZ,

IMPORTER OF

Seal Skins

110 & 112 Madison St.,

CHICAGO.

☞ Seal Garments to Order our Specialty.

HATS.

EXTRA QUALITY

DUNLAP & Co

COPYRIGHTED.

CELEBRATED HATS

Correct Styles. Extra Quality.

The Dunlap Silk Umbrella.

CHICAGO,—Palmer House.

NEW YORK and PHILADELPHIA.

5th Ave. and 23d St. 714 Chestnut St.

Agencies in all Principal Cities.

H. J. MILLIGAN,

DEALER IN

Fine Wall Papers

. . . . AND . .

House Decorations

LINCRUSTA WALTON, ETC.

WALL PAPER DEPARTMENT,
212 WABASH AVE.
N. FAXON, MANAGER.
TELEPHONE 2768.

MAIN HOUSE,
178 RANDOLPH STREET,
PAINTING, DECORATIN
SIGN WRITING, ETC.
TELEPHONE 1434.

ESTABLISHED 1855.

The Chicago Homœopathic Pharmacy,

HALSEY BROS.

DEALERS IN EVERYTHING THAT PHYSICIANS NEED.

No. 27 Washington Street.

LITHOGRAPHERS.

Shober & Carqueville Lithographing Co.

Canal and Jackson Sts., Chicago.

JEWELERS.

C. D. PEACOCK,

96 and 98 STATE STREET.

Fine Diamonds, Watches,

SILVERWARE AND NOVELTIES.

Established 1860

SHOURDS & KASPER

State and Randolph Sts.

IMPORTERS AND
DEALERS OF

DIAMONDS

RUBIES
EMERALDS
SAPPHIRES Loose and Set

AGENTS OF **WALTHAM**
ELGIN
AND **HOWARD**

WATCHES

IN SOLID GOLD
GOLD FILLED
AND SILVER CASES

STERLING SILVER A SPECIALTY

Open
Evenings

OPERA
GLASSES

Hayes & Tracy · Importers

220 Wabash Ave., Chicago,

Wholesale and Retail Japanese Goods

Porcelain and China Ware.

Embroideries, Screens, Toys, Curiosities, Lacquer Ware, Bamboo Easels, Baskets, etc.

Beautiful Goods in both Antique and Modern Styles.

PRICE OUR

OPERA, FIELD AND MARINE

GLASSES

OF THE

BEST MAKE

AT

LOWEST PRICES.

BORSCH OPTICIAN

PATRONS FITTED UP IN AN HONEST AND CONSCIENTIOUS MANNER.

Adjusting Spectacles and Eye-Glasses a Specialty. Eyes Examined free of Charge.

BORSCH, OPTICIAN,

103 E. ADAMS STREET. *Opposite Postoffice.*

1854 **1891**

Hemlandet,

A Weekly Political Newspaper ∴ ∴
∴ ∴ ∴ *In the Swedish Language.*

HEMLANDET is now

37 years old,

and one of the oldest Republican papers in the country. It is read by all the leading Swedish American citizens, by the old settlers, and by the farmers.

As an advertising medium it is unsurpassed among Swedish American papers.

HEMLANDET PUBLISHING CO.,
175 Chicago Avenue,
CHICAGO, ILL.

ADELINA PATTI

AND

The Kimball Pianos

CHICAGO, December 16, 1889.

W. W. KIMBALL CO.,

Chicago, Ill.:

Gentlemen:

It gives me great pleasure to testify to the merits of the New Kimball Piano. It has a wonderfully sweet and sympathetic tone and supports the voice in a most satisfactory manner.

Sincerely yours,

[Signed,] ADELINA PATTI NICOLINI

4

WEBER
LINDEMAN
WHEELOCK
STUYVESANT
PIANOS

SEND FOR CATALOGUES, PRICES AND TERMS

FOR CASH OR EASY INSTALLMENTS

TO THE CHICAGO BRANCH HOUSE OF THE

BIG FOUR

The Manufacturers Piano Co.

248 Wabash Avenue,

CHICAGO.

The Leading Piano House of the West.

LYON, POTTER & CO.

174 & 176 WABASH AVE.,

Sole Representatives of . . . . .

STEINWAY & SON'S PIANOS

The Standard Pianos of the World.

A. B. CHASE CO. and LESTER Pianos,
KURTZMANN Pianos,
GEO. W. LYON and WEBSTER Pianos,

Also

THE VOCALION ORGAN

The Most Wonderful Musical Invention of the Century.

Wilcox & White Cabinet and Self-Playing Organs,
Chase Organs.

ESTABLISHED 1857.

JULIUS BAUER & CO.,

PIANO MANUFACTURERS.

Intending purchasers are here offered an opportunity of buying a

A Strictly First-Class Piano directly from the Manufacturers.

Visitors always welcome. Correspondence solicited.

FACTORY:
89, 91 and 93 East Indiana Street.

WAREROOMS:
156 and 158 Wabash Avenue,

CHICAGO, ILL.

PICTURES.

HEADQUARTERS FOR THE PICTURE TRADE.

KURZ & ALLISON,

Publishers of National Pictures

76 & 78 WABASH AVENUE,

CHICAGO, - - - ILLINOIS.

ALL PICTURES MADE BY OUR OWN ARTISTS. SEND FOR CATALOGUE.

THE . LARGEST . MUSIC . HOUSE . IN . THE . WORLD.

Manufacturers and Retailers of all Kinds of Musical Goods.

THE WASHBURN GUITAR
THE REID PIPE ORGAN
THE "L AND H" HARP

Agents for the KNABE,
FISCHER
and other Pianos.

All Visitors to Chicago cordially invited to call at our Warerooms and Factory.

Warerooms: STATE AND MONROE STREETS,

Factory: RANDOLPH ST. AND OGDEN AVE.

CHICAGO.

STATUARY, VASES, POTTERY, ETC.

C. HENNECKE CO.

G. A. FLEISCHER, Manager.

No 207 Wabash Avenue. CHICAGO, ILLS.

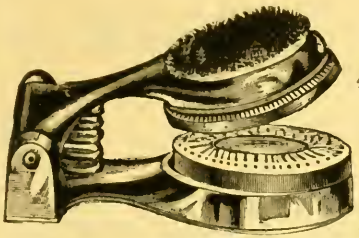
Nos. 162-164 W. Water St., MILWAUKEE, WIS.

MANUFACTURERS AND IMPORTERS OF

Statuary, Artistic Bric-a-Brac,

VASES, POTTERY, PLASTER CASTS.

Finest Collection of Antique, Mediæval and Modern Statuary In Marble, Bronze, Danish Terra Cotta, Bisque, Alabaster, Ivorite, Florentine, Etc.



The HANDY POCKET SEAL weighs only 15 ounces. Finely nickel plated.
COMPLETE $3.00.

C. H. Hanson,

44 Clark Street - CHICAGO.

Engraving,

Stencils and Stamp Goods,

Checks and Badges.

TRUNKS, VALISES, ETC.

HASKELL BROS.

52 MADISON STREET,

Three Doors East of State.

Sample Trunks and Cases

MADE TO ORDER.

Fine Sole Leather and Traveling Trunks

A SPECIALTY.

SHIRTS, GENTLEMEN'S FURNISHING GOODS, ETC.

· · SHIRTS · ·

COBB'S + FORM + FITTING + SHIRTS

Are the Highest Standard of Perfection in Shirt Making.

M. R. COBB,

95 Madison Street and 133 Dearborn Street.

- Minerva Institute, -

A Day and Boarding School

FOR GIRLS

N. E. CORNER PAULINA STREET AND BERTEAU AVENUE,

RAVENSWOOD, ILL.

The delightful situation of this school, in one of the most beautiful suburbs now belonging to Chicago, accessible by Clark Street and Lawrence Avenue horse-cars and Chicago & Northwestern R. R., makes it a very desirable place for young ladies, offering the quiet of country life for the pursuit of their studies, and yet enabling them to enjoy all the advantages of education that a large city affords, in lectures, concerts, theatres, etc.

The *Regular Course* of study is comprehensive, enabling pupils, if desirable, to *prepare for college*, but including also those branches which are mostly considered mere accomplishments, such as Drawing, Painting, Needlework, Elocution and Music.

INSTRUCTORS.

Mrs. AMELIA ENDE, Principal.

Mrs. MARY GUNNING,	Teacher of	Sciences.
Miss ELIZA ZIPF,	"	English Branches and Mathematics.
Mrs. JOSEPHINE TURCK BAKER,		Delsarte and Elocution.
Miss CATHERINE JENNET,	"	German, French and Needlework.
Mr. BERNHARD ZIEHN,	"	Vocal and Instrumental Music.

Special students are admitted, and particular attention is directed to the Department of Music, presided over by Mr. Bernhard Ziehn, well known in Chicago as one of the most successful teachers, and enjoying a high reputation as a scholar, both in this country and Europe.

For Catalogues and Terms apply to

Mrs AMELIA ENDE, Principal.

P. O. Box 383, Ravenswood, Ill.

1871. THE CHICAGO ATHENÆUM 1891.

"THE PEOPLE'S COLLEGE,"

Has removed from 50 Dearborn Street to its own ELEGANT 7-STORY BUILDING,

18 TO 26 VAN BUREN STREET,

Next to Art Institute.

The Athenæum Directors have here provided one of the finest educational structures in the land. All of the class-rooms have been newly furnished, and ample accommodations secured for 1,000 students. The new building, centrally located, is accessible by steam-cars and street railways from all parts of the city. Two electric elevators convey all our pupils to fifth and sixth floors.

EVENING CLASSES FIVE TIMES A WEEK UNTIL MAY 31st.

The Gymnasium, greatly enlarged and unsurpassed in its appointments, occupies the entire first story and basement.

. . . THE ATHENÆUM COMPRISES . . .

A Choice Library and Reading Room,
A Thorough Business and Shorthand (Munson) School,
Grammar Schools, School of Architectural and Mechanical Drawing,
School of Elocution and Oratory, Languages and Literature,
Mathematics, Natural Sciences, Rhetoric, Music,
A Ladies' Wednesday P. M. Class in Shakespeare.

ADDRESS SUPERINTENDENT FOR CATALOGUE.

The ⁜ Illinois ⁜ College ⁜ of ⁜ Pharmacy

DEPARTMENT OF NORTHWESTERN UNIVERSITY,

40 DEARBORN ST., CHICAGO.

Pharmacists visiting the city are cordially invited to call.

☞ *The College is right in the heart of the center of the city.*

This College opened the Winter Course of '90-'91 with the largest attendance of any college in the West.

BALATKA

Academy of Musical Ar

(INCORPORATED,)

KIMBALL HALL BLDG.,

243-253 WABASH AVENUE,

HANS BALATKA, Director

CH. F. BALATKA, Assistant Director.

Thorough instruction in all branch of music given by the most competer teachers.

Send for Catalogue.

L. SCHUTT,

German-English School,

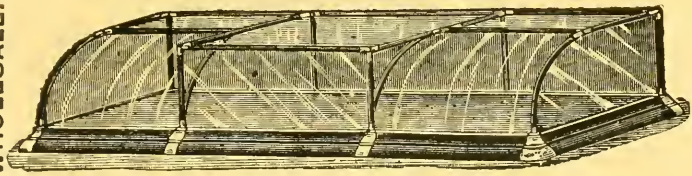
261 and 263 N. WELLS ST.,

CHICAGO, ILL.

SHOW CASES.

SHOW CASES AND MIRRORS.

WHOLESALE.



RETAIL.

CHAS. BODACH, 160 AND 162 FIFTH AVENUE.

STAINED GLASS, MARBLE MOSAICS, ETC.

McCULLY & MILES,

STAINED GLASS,

Interior Decorations and Marble Mosaics.

14 MONROE STREET,

CHICAGO, - - - ILLINOIS.

POCKET BOOKS.

The Merker Pocket Book Co.,

MANUFACTURERS OF

POCKET BOOKS

AND

FANCY LEATHER GOODS,

200 & 202 MADISON STREET.

☞ Single Pieces Made to Order.

DUNWELL & FORD,

SOCIETY STATIONERS,

WEDDING AND PARTY INVITATIONS, . . .

. . . CALLING CARDS, PROGRAMS, ETC.

Everything in Fine Correspondence Stationery Sold by the POUND.

SAMPLES ON APPLICATION.

155 WABASH AVENUE, - - - CHICAGO.

ZITHER TEACHERS.

RUDOLPH SCHLICK,

FROM VIENNA, AUSTRIA,

TEACHER OF ZITHER AND SOLOIST,

Leader of "R. Schlick's Vienna Zither Club,"

555 N. CLARK STREET, COR. SCHILLER, CHICAGO.

Concerts and Private Musicals.

INMAN LINE

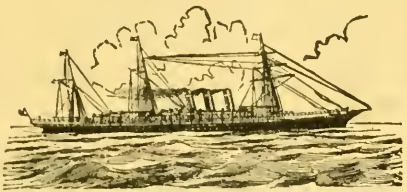
UNITED STATES AND ROYAL MAIL STEAMERS.

ESTABLISHED 1850.

CITY OF NEW YORK, 10,500 tons.

CITY OF CHICAGO 5,600 tons.

CITY OF BERLIN, 5,491 tons.



CITY OF PARIS, 10,500 tons.

CITY OF CHESTER 4,770 tons.

CITY OF RICHMOND, 4,780 tons.

Between NEW YORK AND LIVERPOOL,

CALLING AT QUEENSTOWN.

THE LARGEST, FASTEST AND MOST MAGNIFICENT STEAMERS IN THE WORLD

Tickets to and from all the principal English, Scotch, Irish, German and Scandinavian Ports.

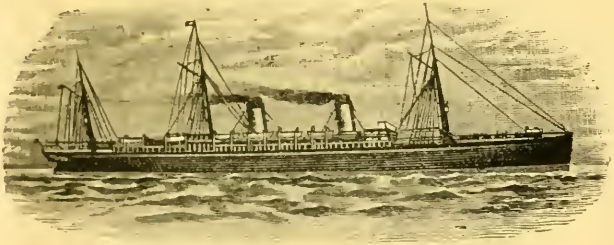
Local Agents in all the principal towns in the United States.

Drafts on Great Britain and Ireland for sale.

FRANCIS C. BROWN, Gen'l Western Agt., 32 S. Clark St., Chicago, Ill.

White Star Line,

United States and Royal Mail Steamers.



MAJESTIC, *10,000 Tons. 582 Feet Long.*

TEUTONIC, *582 Feet Long. 10,000 Tons.*

BRITANNIC,

GERMANIC.

SAILING EVERY WEDNESDAY FROM

NEW YORK AND LIVERPOOL,

Calling at Queenstown to Land and Embark Passengers and Mails.

For inspection of plans and rates of passage, or any further information apply to

J. BRUCE ISMAY, Gen'l Ag't, 41 Broadway, New York,

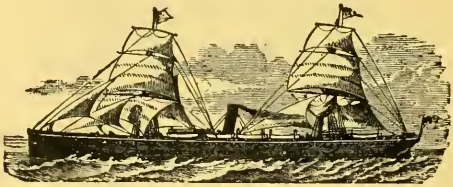
N. ANDERSON, G'l W'n Ag't, 54 S. CLARK STREET, CHICAGO.

Anton Boenert,

Rechtsconsulent, Notar und General = Agent,

92 La Salle Strasse,

CHICAGO, - - ILLINOIS.



General = Agentur

. . . . für . . . .

Direkte Dampfschiffs = Verbindung

. . . . zwischen . . . .

HAMBURG, BREMEN, STETTIN, ROTTERDAM, AMSTERDAM, ANTWERPEN, HAVRE, PARIS, LIVERPOOL, LONDON, SCHWEDEN, NORWEGEN, DÄNEMARK ETC. via NEW YORK, BALTIMORE, PHILADELPHIA, ETC.

Passagiere **nach** Europa befördere ich, mit Gepäck frei, an Bord des Dampfers. Wer **Freunde oder Verwandte von Europa** kommen lassen will, kann es nur in seinem Interesse finden, bei mir Freikarten zu lösen. **Ankunft der Passagiere in Chicago** stets rechtzeitig gemeldet.

Geld und **Packetsendungen** nach **Europa** frei ins Haus der Empfänger. Wechsel und europäische Münzen ge= und verkauft.

Vereinigte Staaten Reisepässe.

Erbschafts= und **Vollmachtssachen** eine Specialität. Consularische Beglaubigungen werden besorgt.

Erste Classe Hypotheken auf Grundeigenthum.

Man merke 92 La Salle Straße.

CENTRAL SAFETY DEPOSIT VAULTS

. . . CONDUCTED BY THE . . .

Illinois Trust and Savings Bank,

"THE ROOKERY,"

S.-E. Cor. La Salle and Adams Streets.

SAFES FOR RENT AT POPULAR PRICES AND STORAGE FOR VALUABLES IN THE LARGEST AND BEST WATCHED VAULTS IN THE WORLD.

Access to Safety Deposit Vaults through the Bank or by Elevator at La Salle Street Entrance.

ROBERT BOYD, MANAGER,
SAFETY DEPOSIT VAULTS.

CHICAGO.

Commercial Safety Deposit Co.

SAM'L POWELL, MANAGER,

88 Monroe Street, = = = CHICAGO, ILL.

SAFES TO RENT, $5 PER YEAR AND UPWARDS.

STORAGE FOR VALUABLES.

VAN H. HIGGINS, President. F. C. BRONSON, Manager.

THE

Fidelity Safe Deposit Company,

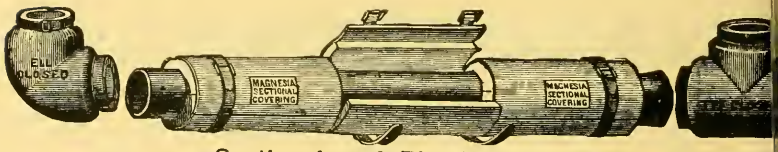
VAULTS:

143 RANDOLPH STREET,

CHICAGO.

PRIVATE SAFES TO RENT. $5.00 TO $50.00 PER ANNUM

STEAM PIPE AND BOILER COVERING.



Sectional and Plastic Covering.

ALFRED C. KEMPER, 208-210 Lake St.
CHICAGO.
General Western Agency.

MAGNESIA

ZITHER AND ZITHER MUSIC.

ROBERT MAURER,

IMPORTER OF

Musical ✻ Merchandise.

SPECIALTIES:

ZITHERS, STRINGS AND ZITHER MUSIC.

384 E. DIVISION. COR. FRANKLIN ST. CHICAGO, ILL.

THE FINEST LAKE RESORT IN THE UNITED STATES.

—THE—

Manhattan Beach

OF CHICAGO!

What to the New Yorker the Manhattan Beach, is to the Chicagoan

F. THIELMANN'S FAMILY RESORT,

On Diversey Street and the Lake Shore,

☞JUST AT THE NORTH END OF LINCOLN PARK.

Fanned by the cooling Lake breezes, the visitor enjoys the delightful music of a

MILITARY BANDS

CONSIDERED ONE OF THE BEST IN THE UNITED STATES,

Composed of 40 Leading Musicians.

A. ROSENBECKER, Director.

The Concerts will take place

Every Evening Except Sunday.

A LARGE PAVILION, with seating capacity of over 2,000, offers shelter, should the weather be inclement.

The programmes will include almost every style of composition, from the classical to the most popular, changing every day, a feature never before offered in similar places of amusement.

REMEMBER:

Concerts Every Evening, Rain or Shine,

FRANZ THIELMANN, PROPRIETOR.

☞Take City Limits Cable Car☜

STORAGE.

GENERAL AND BONDED.

THE

Hiram Sibley Fire-Proof Warehouses.

2 TO 18 N. CLARK STREET.

Largest and Safest Warehouses in the United States.

We Receive, Store and Ship Merchandise in Packages of every description. Special Locked Rooms for Furniture, Trunks, Valuable Packages; also Locked Departments for Mineral Waters, Wines, Champagnes, etc.

Goods held in Bonded Warehouse. Duties Paid, Shipping, Delivering and Transferring Done. Rates given at Warehouse Office.

HIRAM SIBLEY & CO.,

PROPRIETORS.

☞See illustration and description page 221 of this guide.

C. JEVNE & Co.

110—112
MADISON ST.

WHOLESALE AND RETAIL

PURVEYORS OF TABLE LUXURIES,

WINES AND CIGARS.

Special attention is called to our unrivaled assortment of WINES, imported direct from places of growth in Europe. HIGH CLASS GOODS OUR SPECIALTY, but recognizing the demand for a GOOD SOUND TABLE CLARET we have placed on the market the MOST ECONOMICAL WINE IN THE WORLD.

THE NAPOLEON CLARET

In Cases of 50 Quart Bottles—10 Gals. Wine at a cost of 19 Cents per Quart, net.

PRICE PER CASE, $11.00, CASES AND BOTTLES RETURNABLE FOR $1.50

SEND FOR COMPLETE PRICE CURRENT.

Adams-Smith · Company,

JOS. FLEISCHMANN, PRES. — A. L. SMITH. SEC'Y.
W. D. ADAMS, V.-PRES. — O. LEHMANN, TREAS.

108 ▲ & ▲ 110 ▲ RANDOLPH ▲ STREET,

Between Clark and Dearborn Streets

IMPORTERS OF

FINE · WINES

LIQUORS, CIGARS

And every article used at a

First-class Bar, Restaurant, Club,

Hotel or for Family Use.

Family Orders will find

PROMPT · AND · CAREFUL · ATTENTION.

We Guarantee

ABSOLUTE PURITY OF ALL GOODS

SOLD BY US.

LIBRARY OF CONGRESS
0 016 095 370 6